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THE SPHERE, MARCH 28, 1942
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXVIII No. 2201 WITH WHICH IS INCORPORATED THE GRAPHIC MARCH 28 1942

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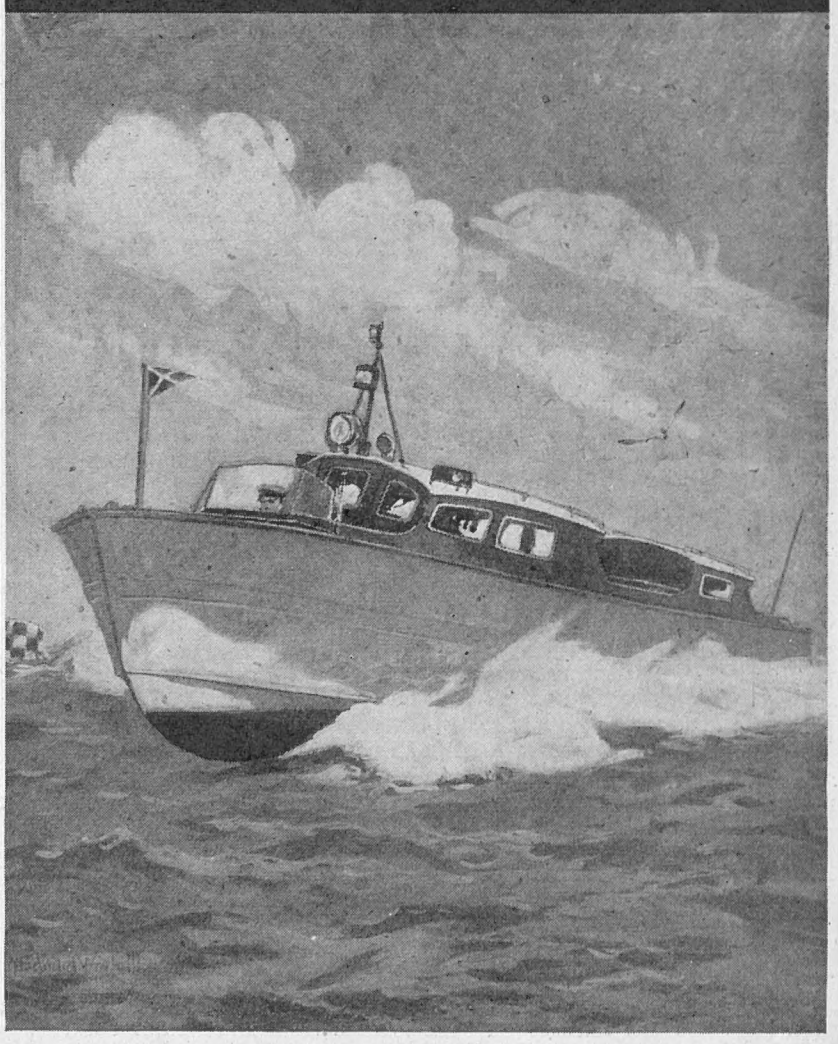


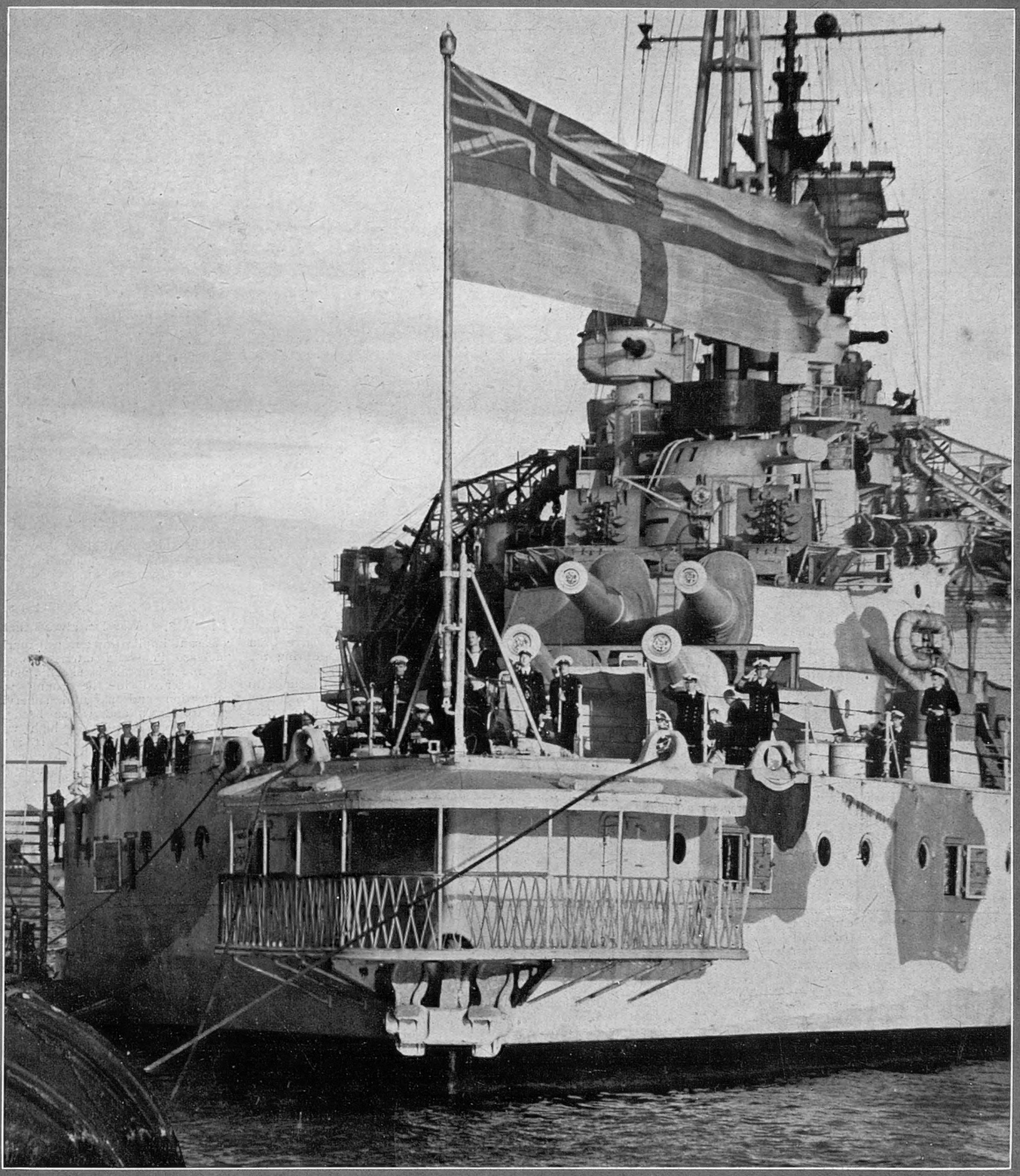
Volume CLXVIII No. 2201 The SPHERE, London, March 28, 1942

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, March 28, 1942



**THE FLAGSHIP AND THE C.-IN-C. OF THE MEDITERRANEAN FLEET: ADMIRAL SIR ANDREW CUNNINGHAM AT THE CEREMONY OF THE HOISTING OF THE COLOURS ON BOARD H.M.S. "QUEEN ELIZABETH"**

The Admiral may be seen, in the right centre of this picture, at the salute as the morning "colours" are hoisted on board the flagship and the National Anthem is played by the Royal Marines Band. For many months now this famous battleship has been the home of the C.-in-C. of the Mediterranean Fleet: she was completed in January 1915 and saw service with the Navy all through the last war; her armament includes eight 15-in. guns. At the stern, in the picture above, can be seen the Admiral's Walk; and in places on her hull and superstructure can be detected part of her wartime camouflage scheme

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

# A WAR NEWSLETTER —No. 134

1, NEW OXFORD STREET, W.C.1.

## Ships—and More Ships.—

All our orator-Admirals have been employed to launch warship weeks, and always salt-horse oratory goes down well with a nation of seafarers—and shopkeepers. The literature of the sea is simple and direct—the truest and best model of the prose of action ; and sea oratory is the best war oratory. These Admirals were well qualified to give the public a better idea of exactly how urgent to-day has become the problem of more ships ; warships, merchant ships, anything that will float and carry a gun, a depth-charge, or a few tins of bully beef. The Admirals did not mince matters. They did not say it with roses, they said it with marline-spikes. They *know*. And they told the public to do it *now*. First, to find the money by lending their savings and cutting their purchases. Second, to make the ship-yards hum and to turn out ships as never before in our history have ships been turned out from British yards. And if those Admirals were not convincing enough, if the First Lord's repeated warnings that the strain on our Navy, since Japan entered the war, has almost reached breaking-point, then surely that Admiralty summary of our losses in the three-day engagement in the Java Seas told every Briton, in words which strike hammer-blows, precisely how vital, how insistent, how *urgent* is that need.

## The Soviet Way.—

I sometimes see the Soviet Embassy's war news-sheet. It is usually cheerful reading ; and, running through it all, that shrewdest technique of the hideous weapon, propaganda, which sets the fool's cap on the propaganda efforts of the Nazis and of Britain. But that is as far as I shall go to-day in contrasting the war efforts of Russia with those of Britain, to the constant disfavour of Britain. Let us keep our heads, our sense of humour, our balance. Poor old Britain ! A year ago she was set up (with halo) in a lonely, high niche, worshipped and flattered by the freedom bloc as the sole bulwark against slavery. Where stands she now, with none so poor to do her reverence ? Why, our very Government and chief patriots, in their fanaticism for all things Russian, denigrate her and humiliate her at every turn. There are many things we can learn from Russia, perhaps from Germany ; but there are still a lot of fine things which Russia and Germany can learn from the British Empire, truncated and " moth-blown " as Mr. Nicolson has described it. " England, for all thy faults I love thee yet "—and admire thee. In this blind worship of all things Russian, I refuse to forget Britain's greatness and my own sense of humour. My memory *may* grow shorter, but I still remember the events of a year ago, and I 'll be *damned* if I go with the crowd of foolish, fanatical fans and sacrifice every glory and greatness that is Britain's on a pyre which is a bonfire to the glory of Russia.

## Self - Sufficient.

— Now at last the warnings I have sometimes broadcast concerning the vital need for practising social and intellectual self-sufficiency, if we are to escape dementia and nervous breakdown in this long, bitter, grim and dreary war, are showing red and proving to be *sense*. The cut in the petrol supplies announced means no less than this : that we are from this summer onwards carried right back to the Middle Ages, so far as affects social intercourse and transport conditions. I have sometimes said that we were " back to Jane Austen." The Continent is barred to us, so is the next county ; so is the market-town eight miles away. We are Crusoes all, and if we do not instantly begin to unlock the magic door which stands (mostly locked and jammed) in almost every house, we shall never leave our Juan Fernandez Island with our sanity unimpaired. Almost every house has a few books. Almost every householder can obtain a few more. We must read at last with an object and on a plan. We must read, not of tanks and aeroplanes only, but of " knights and lorn damsels." We must make a study, not a recreation, of Shakespeare. We must at all costs improve our minds with permanent truths and beauties, and seek for our souls the change and rest which our bodies are denied. And another thing : our chosen friends probably live " outside the five-mile radius." We cannot exist without personal contact with friends. We must find them therefore inside the restricted radius.

## "Pleasure" Motoring.—

Personally I am glad that the basic petrol ration is to go. The basic ration has for two years been scandalously abused by a section of the nation. I think of my neighbour X. He is a youngish man who evacuated himself from a seaside garden city. He and his wife drive twelve miles every day to and from our market-town to have luncheon " off the ration " at a restaurant, and there to gossip with friends of a like kidney. There are many like him. We are all too tolerant to bring him to justice. I hope his war routine may be modified now. If the issuing authority do indeed take note of the conditions under which genuine rural war workers have to exist, when they live six miles from a shopping centre, three or four miles from a station not served by buses, and over a mile from a bus stop where buses exist, then on the whole there will be more sense and justice in the " divide " of such petrol as can be spared to civilians. If no such note is taken, then it means that paper salvage, etc., will *finish* in remote areas, and that the work of magistrates, nursing committees and many other local war services will cease to function. One small but important point has not been considered. Those of us who keep our cars licensed because they are vitally needed for Home Guard transport will find that the running they do on the H.G. petrol issue may not be always enough to keep the batteries charged—since H.G. " lawful occasions " have been reduced to the minimum during the present " training " period. If we lay up our cars, as we feel inclined to do, we immobilise our H.G. units, and abandon all other public services we have hitherto performed.

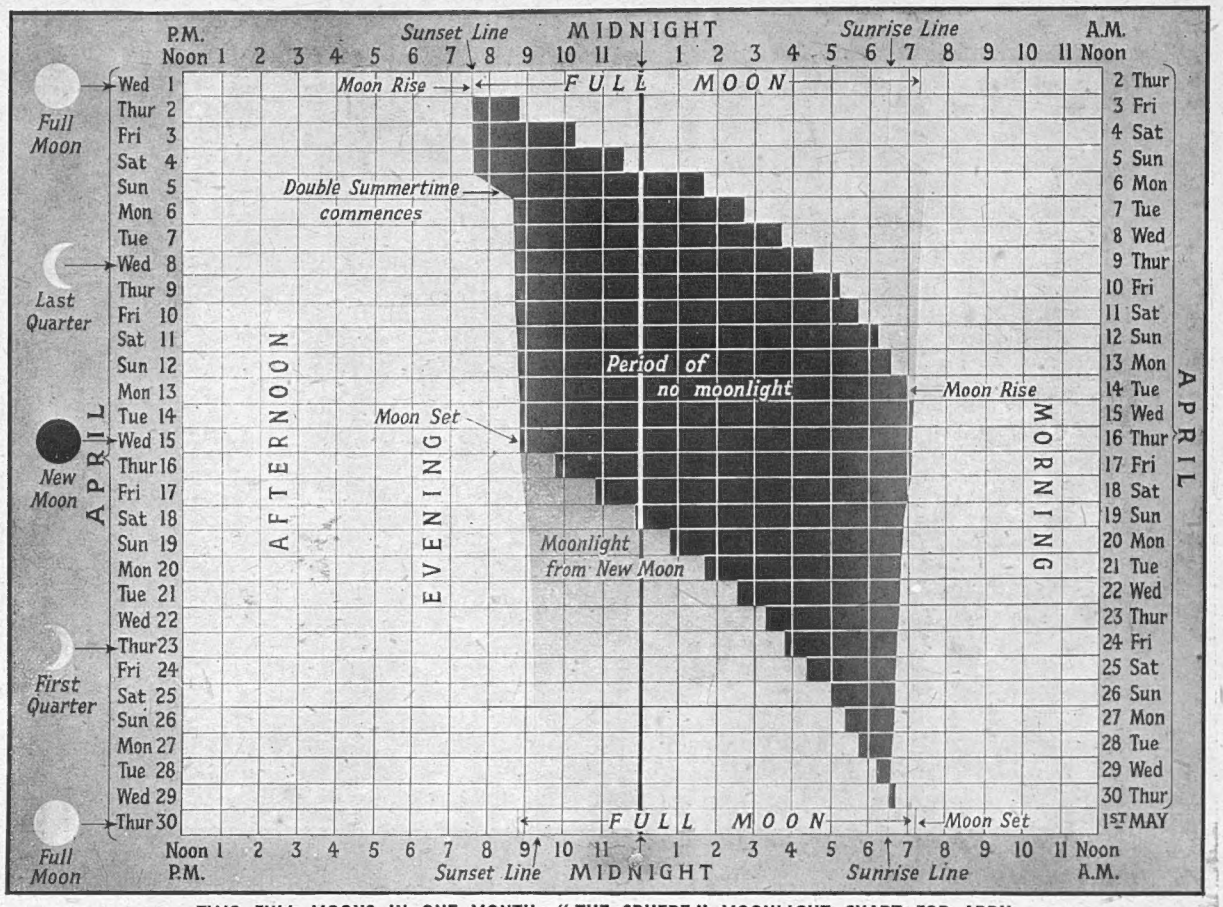
## Austria.—

One does not hear much about that unhappy country. Therefore one pricks up one's ears when Austria returns to the news. We have always liked Austrians as a race. I can think of few Austrians of public fame who have been unpopular in England (one general and one or two statesmen in 150 years). Now, the *Free Austria* movement in London gives us news from " unimpeachable sources " that the vast bulk of Austrians are pining and scheming to overthrow the Nazi yoke and to win free. As one who keeps a file (marked " Wishful Thinkings ") of similar pronouncements authoritatively made during the past three years, I do not go so far in optimism as does this pronouncement. I am sure a number of Austrians disliked even the *Anschluss*, and a much larger number loathed the taking over control by the Nazis of all their national institutions, and that most Austrians detest fighting for the Nazi aims of world dominion. But if the Premier's words of hope to Austria, and his commendation of her spirit and friendliness towards the cause of freedom, represent our official opinion, then I wonder why we continue to shut up in the Isle of Man so many proven friends of Britain and enemies of Hitler, who might be working for our cause instead of pining in idleness and despair. There *is* muddled thinking concerning Austrians in England. We read (for example) in the Press advertisements for situations by Austrian cooks. Others, who can be vouched for by old employers, still languish in enemy-national camps, while those employers have perforce given up their war work in order to cook and " do for " their families, now bereft of English domestic servants. To avoid such *waste*, mild risks are worth taking.

## Authors: Decline in Morals.—

War has always that unpleasant implication : it will mark an increase in social lawlessness. This decline in morals is usually most to be observed in the young whose education and parental supervision go to pieces and whose heads are turned by ridiculously high wages, offered and squandered. It is also found in a certain class of traders and slick business men who cannot resist the lure of high and quick profits from traffic in the people's food and other essential war supplies. (It is a curious pointer which has emerged from keeping a file of published records of convictions for food and such-like offences, that there are very few English names in the list.) One would not, however, expect to find this wartime decline in morality among British authors. But so it is ; I observe a marked decline from the standards of honour and courtesy usually observed by British authors. Large quotation is made too often from copyright letters or other matter without any application to the copyright holder or any acknowledgment of the source in the " pincher's " book. Indeed, the law of copyright is becoming a back number among the class of author who rakes among the ashes of memoirs to produce a preconceived picture of some constant victim of novelised-biography. I have a note of a score of instances. The last touched me most nearly. The author of a recent study of an over-studied character pinched information only to be found in a book of mine quite recently published, and made quotations from several letters written by his subject which I had unearthed and of which he knew I held the copyright (good for a generation to come) ; and that without the courtesy of asking my formal consent (which I should gladly have given) or making in his book the slightest acknowledgment of the source of his information. I class this sort of literary lawlessness with picking pockets. I class it no higher than that.

THE OLD STAGER

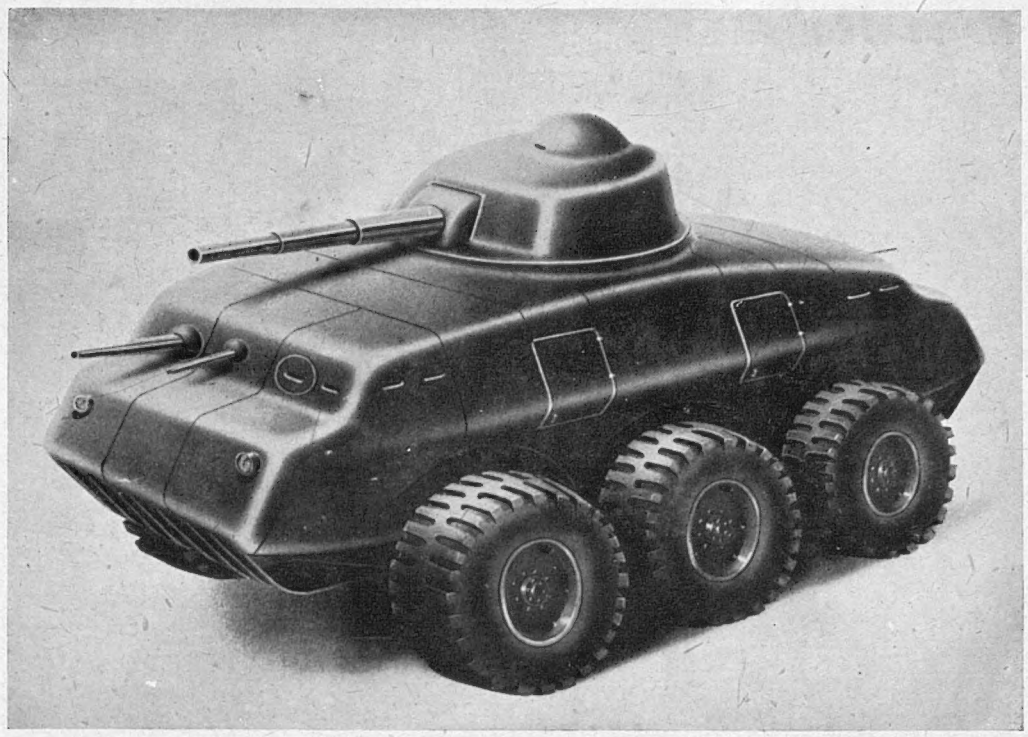


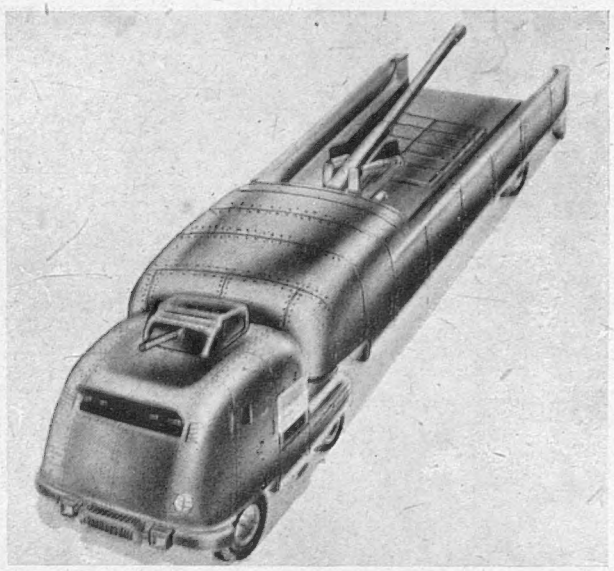

**TWO FULL MOONS IN ONE MONTH—" THE SPHERE " MOONLIGHT CHART FOR APRIL**

On the first day of the month the moon is at its full, rising at 7.30 and setting an hour after sunrise on the 2nd. It will be noted that Double Summer Time is being introduced this year a month earlier than last year, and therefore clocks are advanced one hour on the night of Sunday, April 5. The last quarter phase is reached on the night of Wednesday, April 8, and the new moon (total darkness throughout the night) on the night of the 15th. After that date the shorter nights will be illuminated by the rays of the new moon, the first quarter being visible on the night of the 23rd. On the last night of the month the moon will again be at its full

*A limited number of these charts will be supplied free of charge on application to the Publisher, " The Sphere," Commonwealth House, 1, New Oxford Street, W.C.1, but 2½d. in stamps must be enclosed with the application*

# THE TANKS OF THE FUTURE?

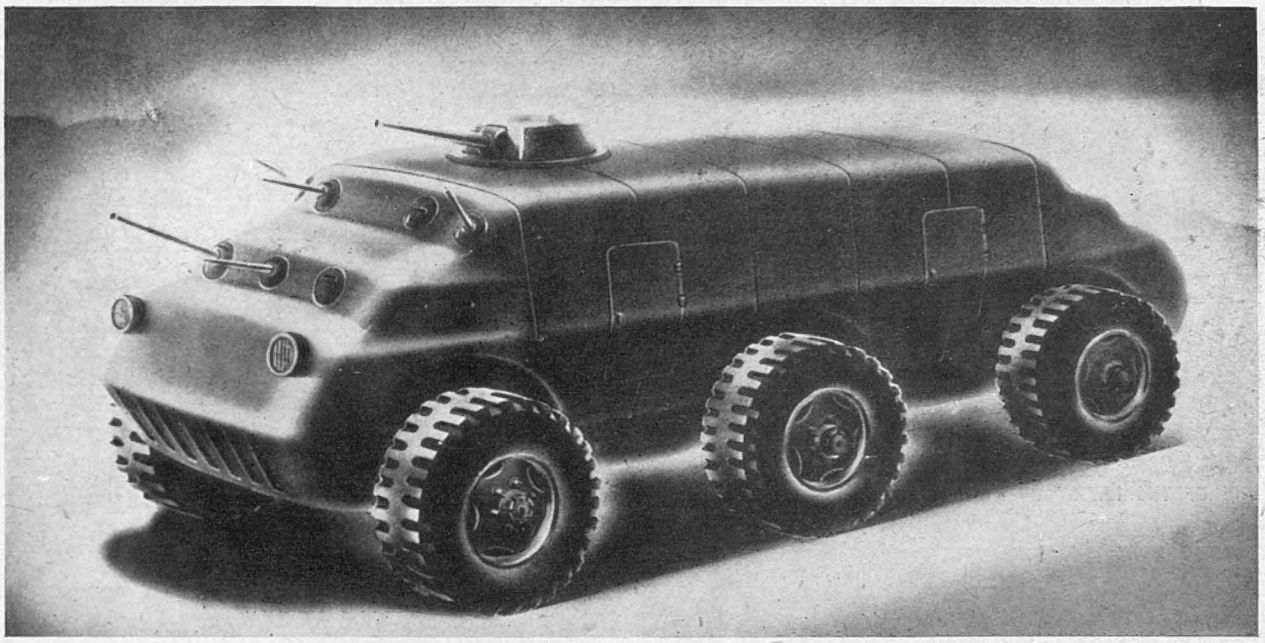




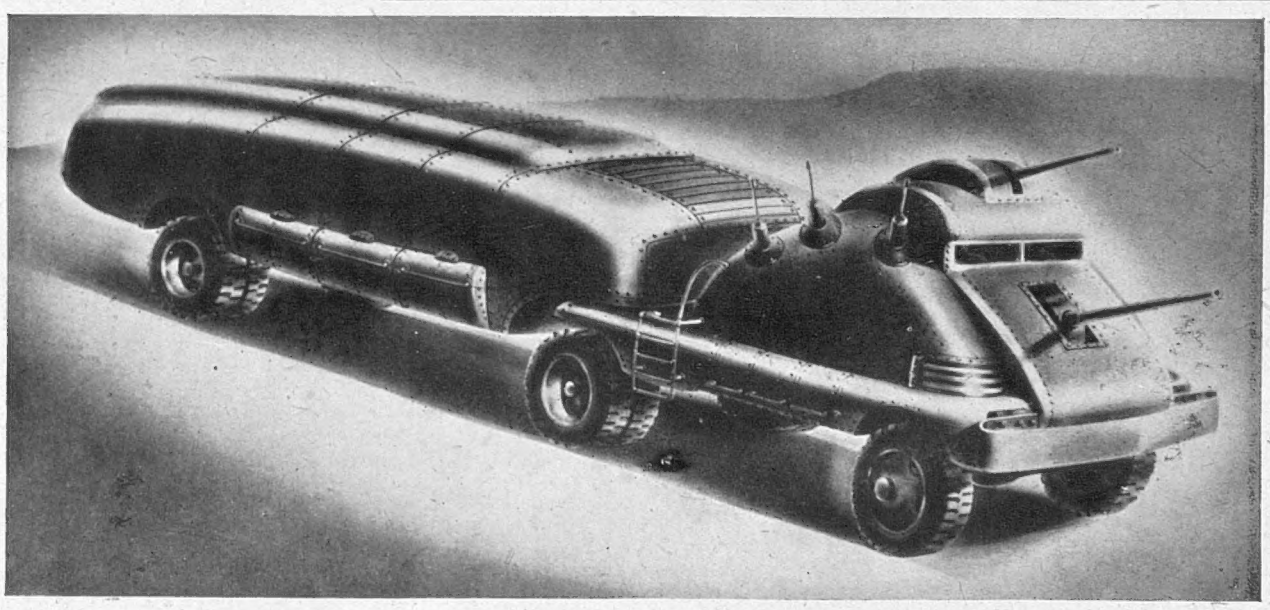
A "CONCEALED-GUN CARRIER"—a powerful offensive weapon with elaborate defences: A roof of telescoping panels can be slid forward to uncover the big gun carried on the platform at the rear

**A STREAMLINED TANK, with colossal wheels in place of caterpillar tracks**

The drawings on this page all illustrate ideas put forward by Mr. George Walker, a prominent Detroit Industrial designer, who has submitted a number of them for the consideration of the U.S. War Department. Tank-design is going ahead, probably faster than in any other branch of warlike endeavour; and new ideas are being tested almost weekly in all parts of the world. The ultra-light tank illustrated above is distinguished by rounded corners and a minimum of protuberances: electric welding has eliminated rivets in this type, and thus saves a good number of man hours in the manufacture of each tank—a very valuable consideration. It mounts a 75-mm. cannon in the turret; and it has a duo-transmission, with drivers in both front and rear. Note the colossal size of the rubber tyres of this vehicle. The heavier tank pictured on the right is also characterised by clean lines; again a heavy cannon is mounted in the turret, with smaller guns protruding from the front of the vehicle. In this type also, drivers are to be found at both front and rear; and all panels have been electrically welded

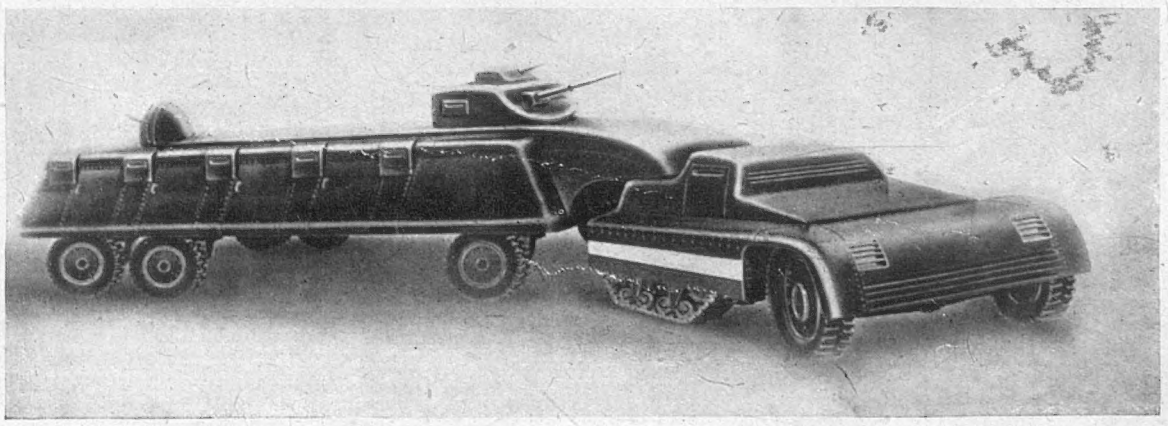


A WEIGHTIER AND MORE HEAVILY ARMED BIG BROTHER to the light tank in the upper left-hand picture

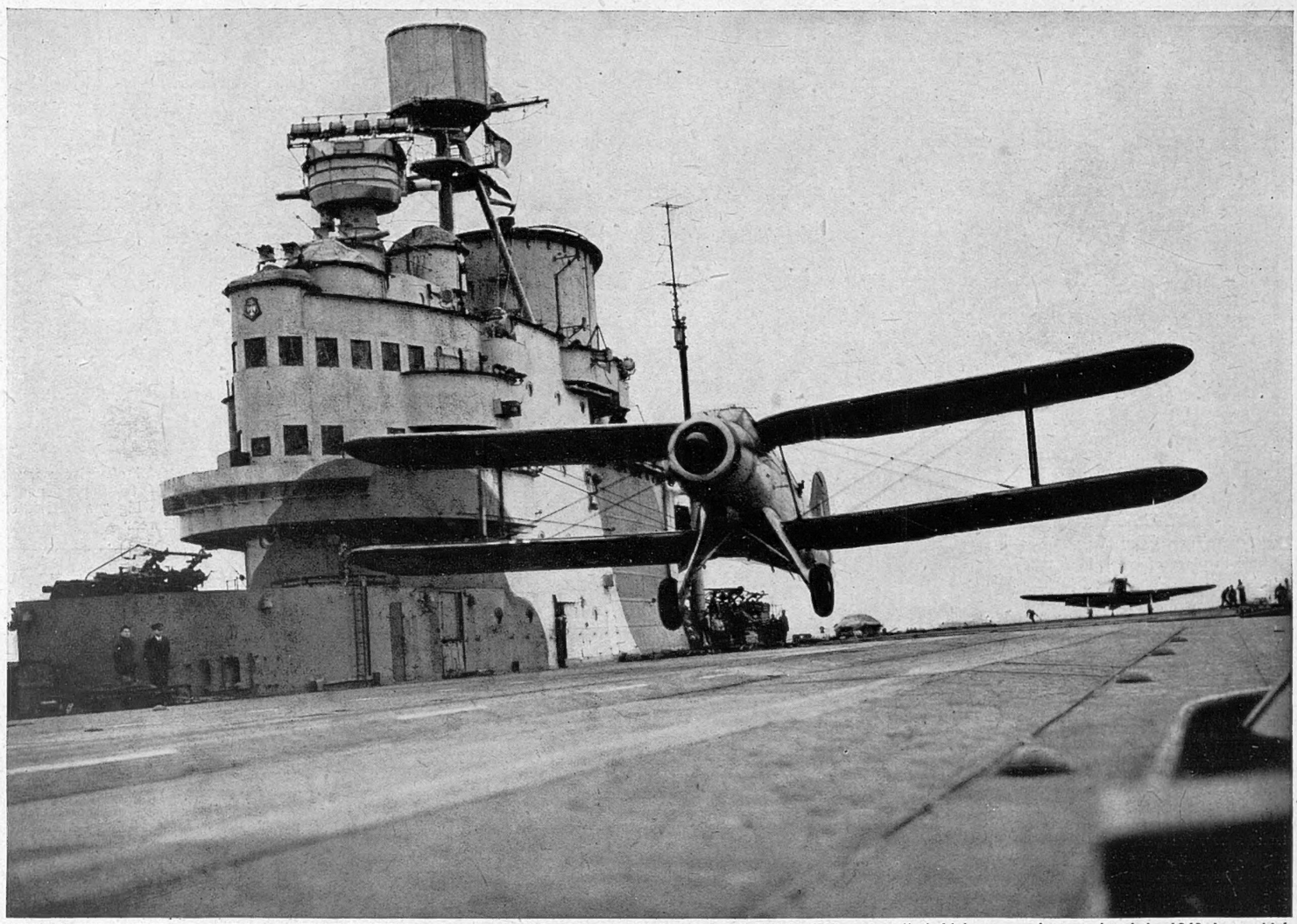


*On left*—**AN AMMUNITION CARRIER which can also defend itself:** This vehicle, designed by Mr. George Walker, may outwardly resemble a gigantic, large-headed insect; but it is also an attempt to solve a big problem for a modern army commander. The rear compartment carries ammunition, under armour-plated cover, up to the fighting line; if the enemy is encountered en route (as has frequently happened in Russia, Libya and Malaya), the guns in the forward section are quite capable of defence: in addition to two 75-mm. cannon, there are six smaller guns. One might almost describe this vehicle as a combination ammunition-carrier, gun-battery, tank and battering-ram!

*On right*—**A NEW IDEA FOR A TROOP CARRIER:** Thirty men, or a big load of ammunition—or a combination of both—can be transported in this long trailer. The towing unit has been built on the principle of the "half-track"—big-tyred wheels in front, for steering; caterpillar tracks behind, for driving over rough ground. The trailer is armed with one large and one small cannon, with an anti-aircraft gun to deal with dive-bombers. By means of a vehicle of such a kind, men or supplies could be transported right up to the fighting line

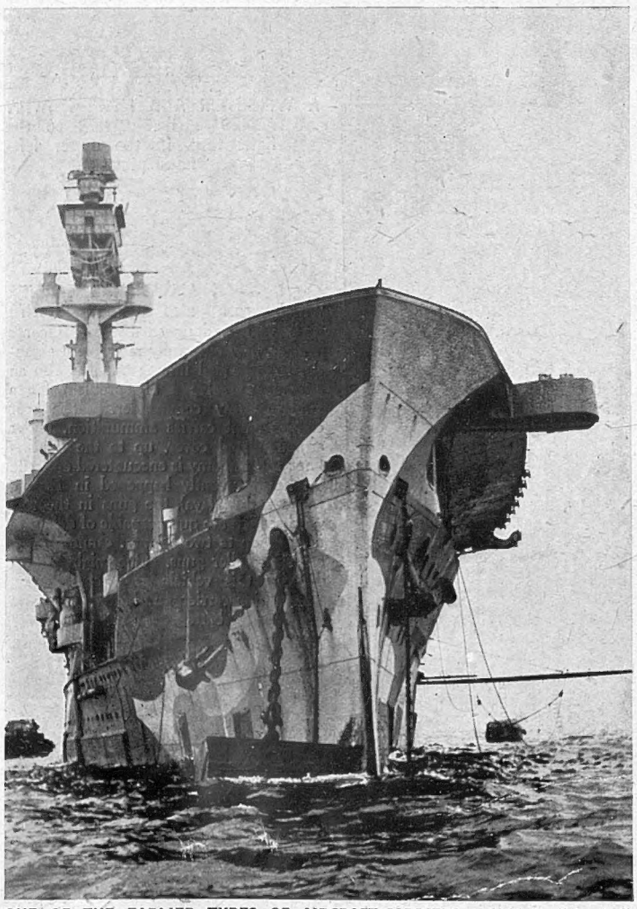


# AIRCRAFT-CARRIERS AND SUBMARINE

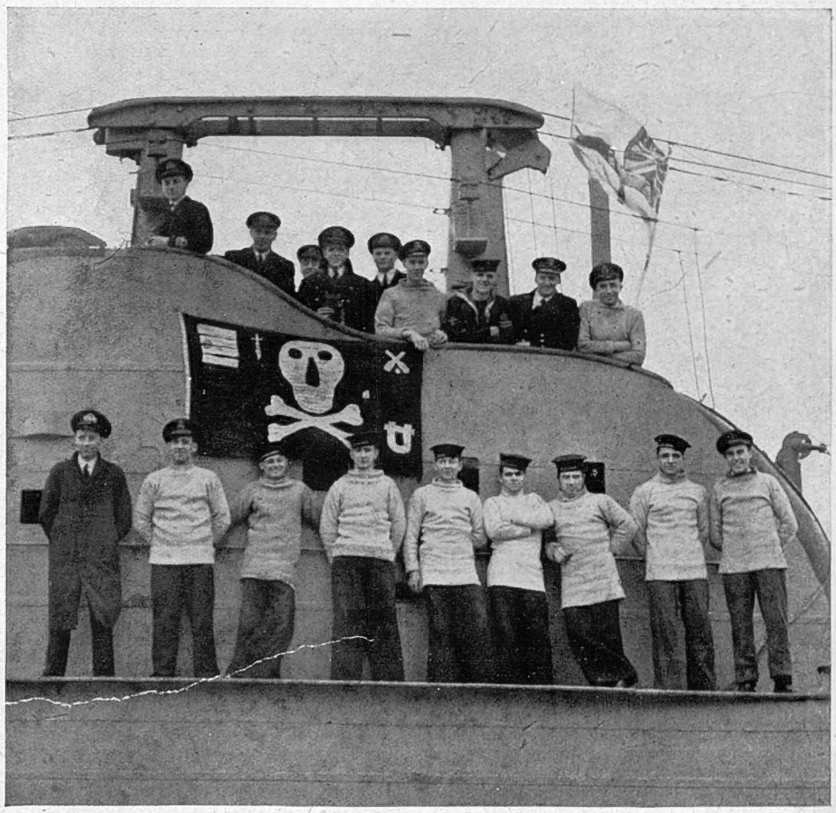


**ONE OF THE LATEST OF BRITISH AIRCRAFT-CARRIERS : A scene on the spacious flight deck of H.M.S. "Victorious" (which was only completed in 1940 but which has already performed much good work with the Royal Navy) as an Albacore of the Fleet Air Arm takes off**

*Victorious* is a vessel of 23,000 tons—one of the Illustrious class. She was ordered in January 1937; begun in May of that year; launched on September 14, 1939; and scheduled for completion in 1940. Her length is 753 ft., with a beam of 95 ft.: her armament consists of sixteen 4·5-in. dual-purpose guns; and her speed is over 30 knots. The complement carried is 1,600 officers and men



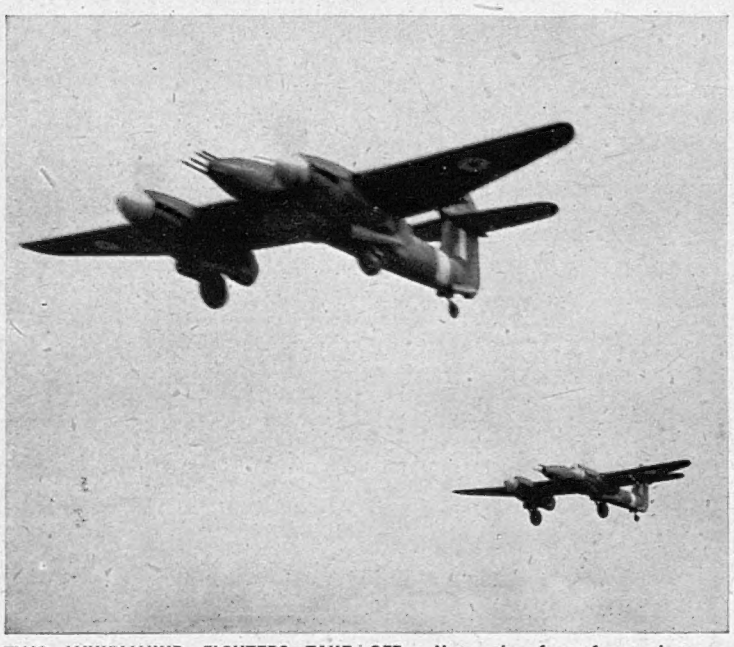
**ONE OF THE EARLIER TYPES OF AIRCRAFT-CARRIERS : H.M.S. "Eagle," which was originally meant to be a battleship :** This vessel, of 22,600 tons, was designed and begun as a dreadnought battleship for Chile in 1913: she was purchased from the Chilean Government in 1917, and in 1920 was commissioned for flying trials. She was finally completed in 1924, and refitted in 1932. Her armament includes nine 6-in. guns and four 4-in. anti-aircraft guns; her speed is 24 knots and she carries 21 aircraft, and a complement of 748



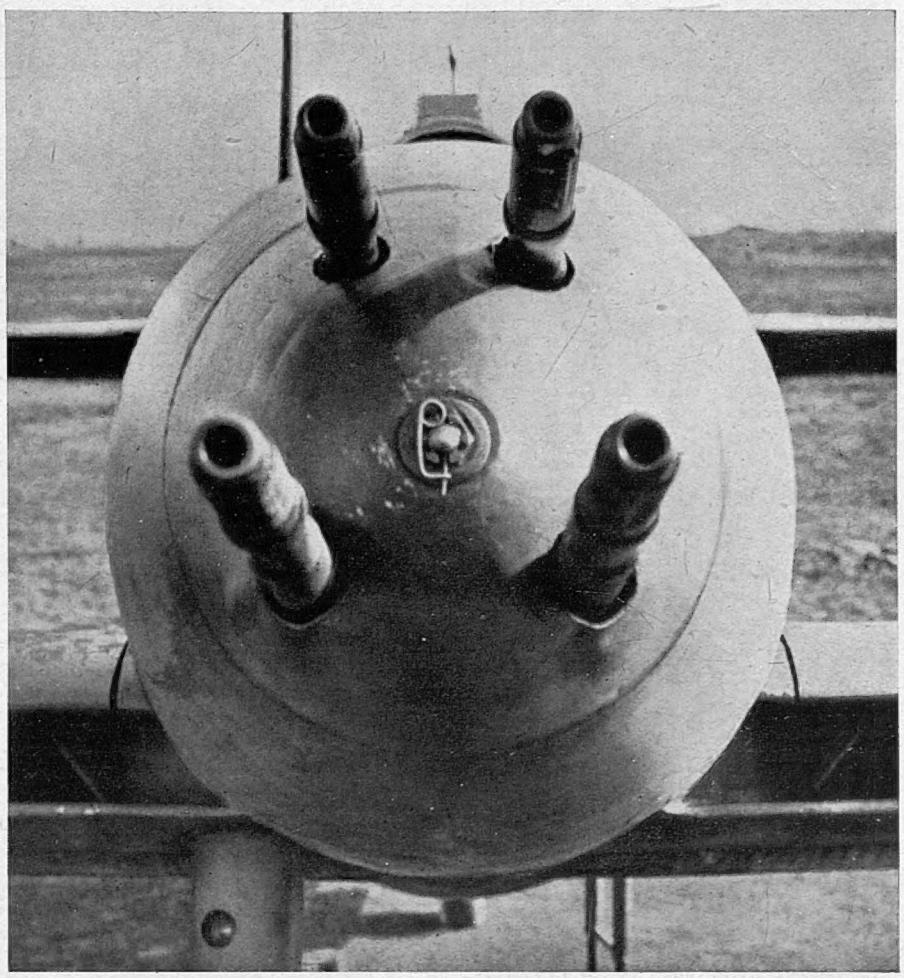
**THE "TALISMAN" RETURNS HOME AFTER VERY SUCCESSFUL SUBMARINE EXPLOITS IN THE MEDITERRANEAN :** Under the command of Lieut.-Commander M. Willmott, *Talisman* has returned after a very successful period of service: during her cruise she sank four enemy supply ships and a U-boat, and fought a gun duel with an Italian destroyer. Here the officers and men are photographed with their own "Jolly Roger," which records the vessel's successes against the enemy. The bars represent enemy supply ships sunk, and the U transfixed by a bar represents the sunk U-boat. The crossed guns and star—badge of a gun-layer—records the gun action with the enemy destroyer: the dagger represents another of the submarine's successful exploits

# THE WHIRLWIND IN ACTION

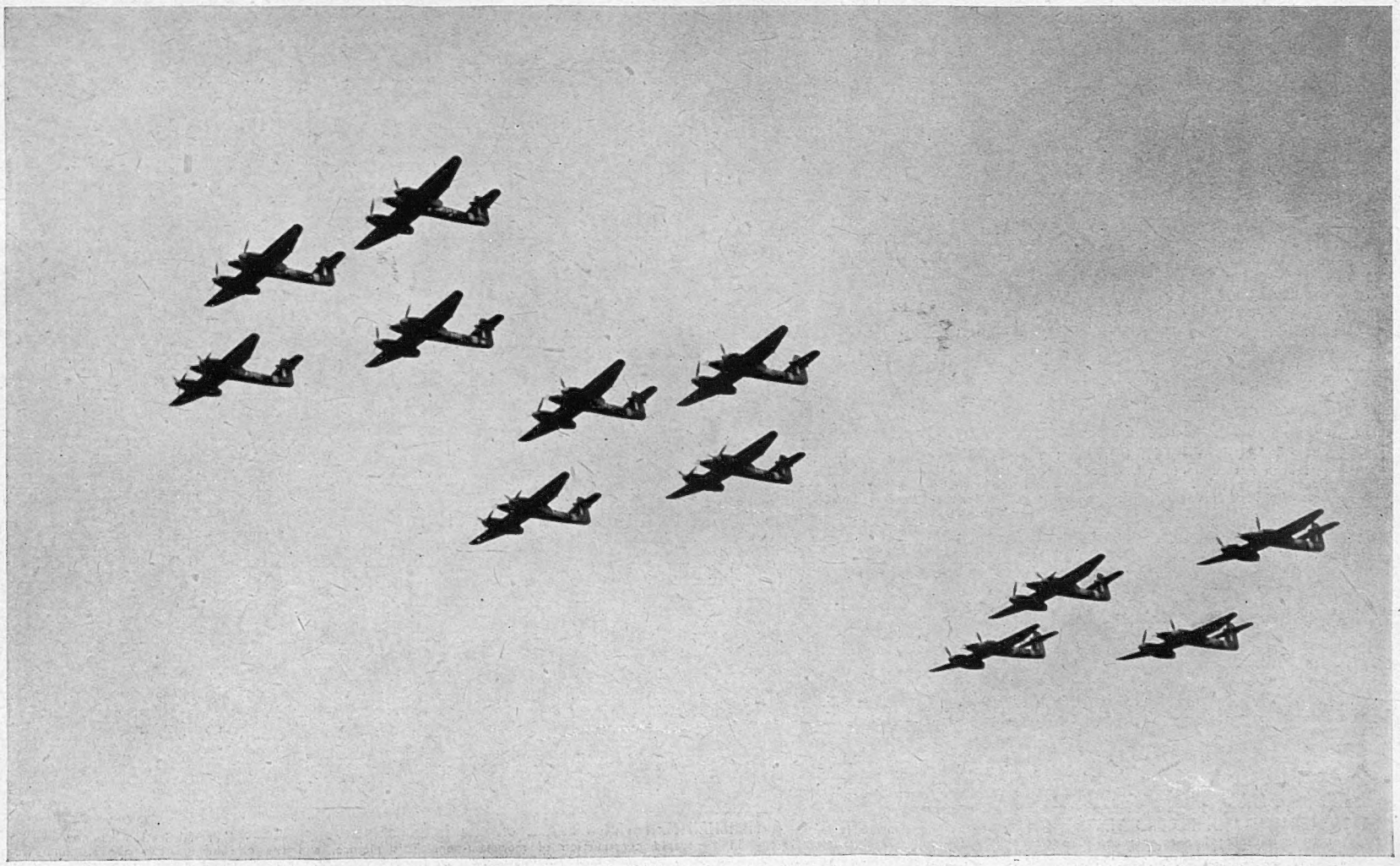
A GROUP OF WHIRLWIND PILOTS seen in front of one of their planes as they watch comrades return from a daylight offensive sweep



TWO WHIRLWIND FIGHTERS TAKE OFF: Note the four forward guns, and the wheels which are just being retracted



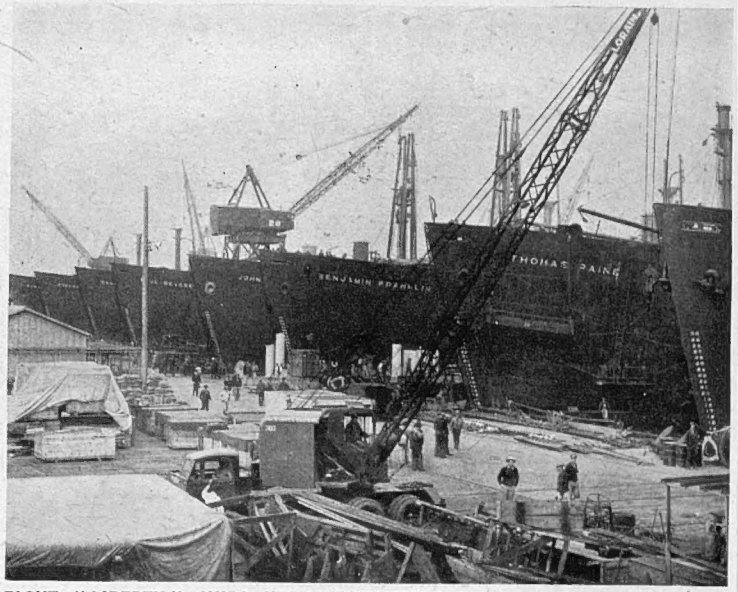
A CLOSE-UP OF THE NOSE OF A WHIRLWIND: Her engines, being placed in the wings, leave the nose free to mount these four deadly aero-cannons: The first demonstration of the new Whirlwind fighter since its release from the Secret List has now been given in this country. The aeroplane is a two-engined single-seater with four cannons mounted in the nose and a high tail. (This latter detail is well brought out in the picture below.) It is claimed that the new fighter aircraft eclipses the Spitfire in speed, and that its special feature is its adaptability for using its higher engine-power. It is stated that Whirlwinds have actually been engaged in operational flying over the Channel for some time and have destroyed at least thirty enemy planes on the ground and in the air already. The four cannons of this remarkable aircraft fire shells at the rate of 600 lbs. a minute. The front view of the aircraft—as above—is most formidable in appearance, with the four big cannon guns protruding from the streamlined nose



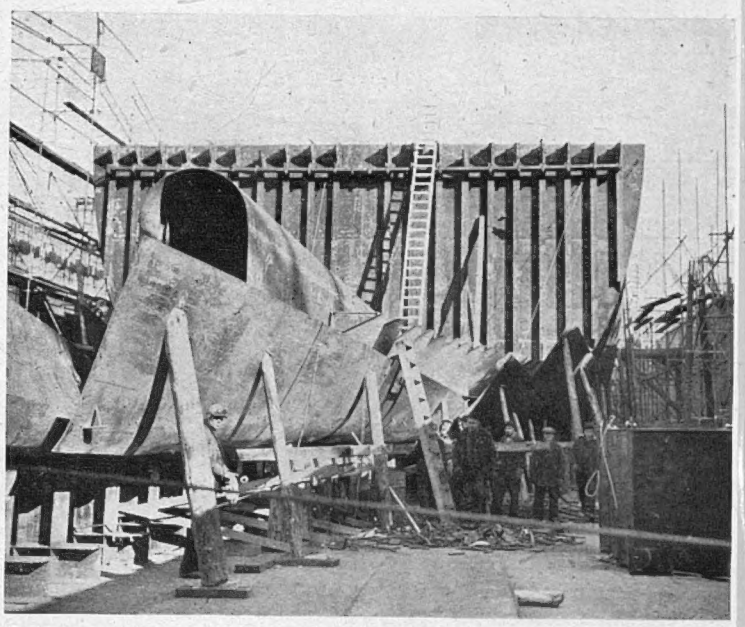
A SQUADRON OF WHIRLWIND FIGHTERS IN FORMATION STARTING OFF ON A DAYLIGHT SWEEP: These newest aircraft have already destroyed at least thirty of the enemy. Note in this picture the high tail, which is a feature of the Whirlwind

# THE GREAT SHIPBUILDING DRIVE in Two Hemispheres

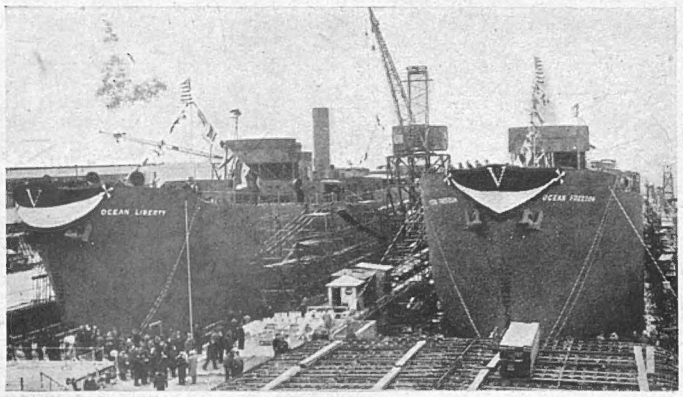
**IN THE UNITED STATES: ONE OF NINE "LIBERTY" SHIPS goes down the slips in a Californian yard:** The *Nathan Hale* was the ninth vessel to be launched recently at Los Angeles as part of the war programme of the California Shipbuilding Corporation. It was also the third ship to be launched at this yard within eight days. All nine vessels were launched within a year, and all are now in the fitting-out basin to replace wartime losses. The shipbuilding effort of the United States is prodigious, every available yard being now engaged to capacity



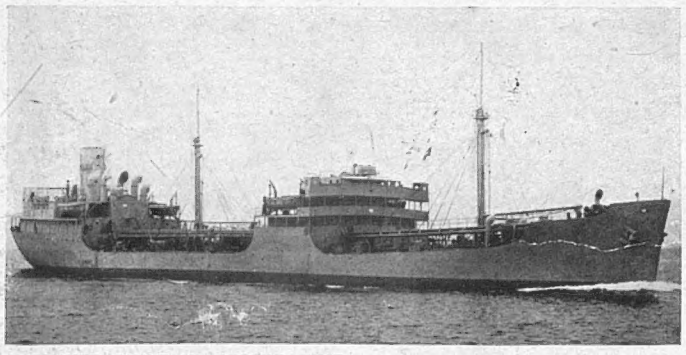
**EIGHT "LIBERTY" SHIPS NEAR COMPLETION** in the fitting-out basin of the California Shipbuilding Corporation at Terminal Island



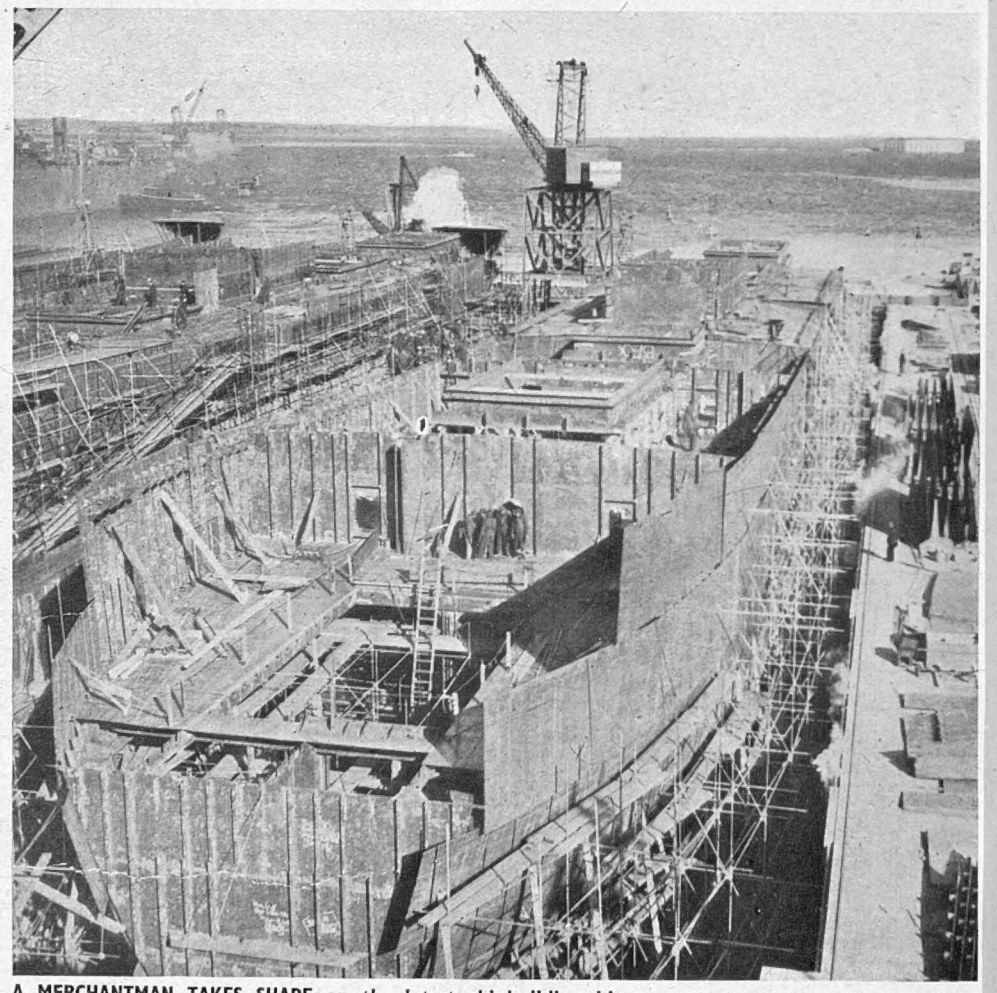
**THE STERN VIEW OF A "PRE-FABRICATED" CARGO VESSEL** for Britain under construction at South Portland, Maine




**FREIGHTERS LAUNCHED FOR BRITAIN:** These two 10,000-ton vessels have just been floated up in a U.S. dock for the launching ceremony. They are *Ocean Liberty* (on left) and *Ocean Freedom* (on right); and they are the first of a fleet of thirty similar vessels being built for the British Government



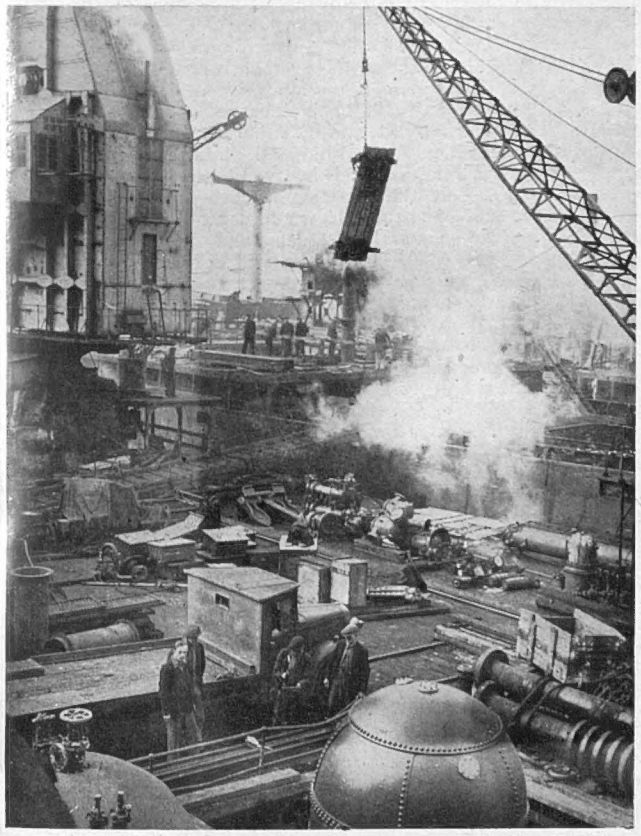
**A TANKER BUILT IN RECORD TIME:** The 12,700-ton tanker *Sinclair* is here seen undergoing her acceptance trials on January 6—only 100 days after her keel was laid down. This is a world record for a ship of her size and type! The tanker was built and launched by the Bethlehem Steel Company at Quincy, Massachusetts, in 63 working days, or 76 days by the calendar. The previous record was 119 calendar days



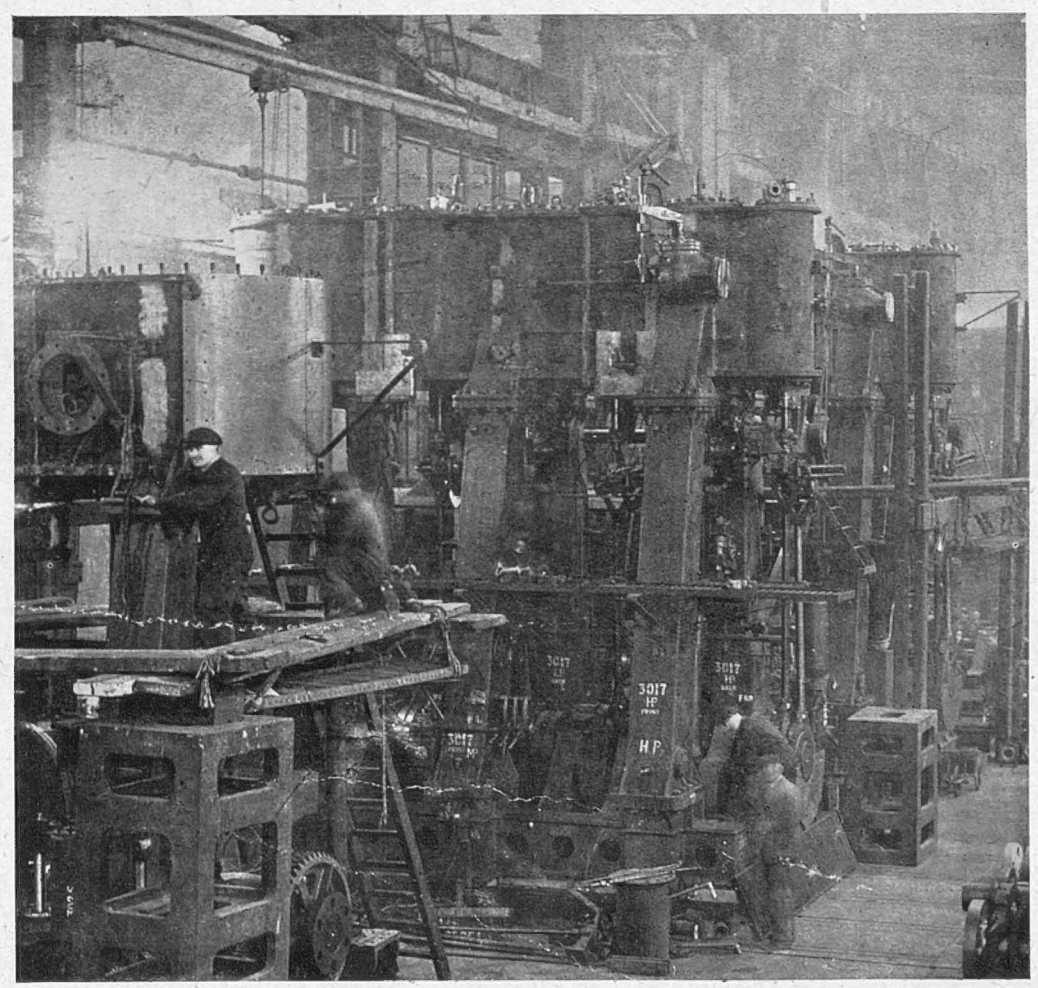
**A MERCHANTMAN TAKES SHAPE on the latest shipbuilding idea:** "Pre-fabrication" is now being applied in the rapid construction of merchantmen. This picture, and the one immediately above, come from the Todd-Bath Shipyard at South Portland: they show a vessel under erection for a British company. By pursuing "pre-fabrication" methods, assembly-line practices can be used to speed up the work. Parts and sections for the vessel lie alongside and are quickly handled according to a pre-arranged programme. A good many of the lengthy processes employed in normal shipbuilding practice are thus eliminated

**IN GREAT BRITAIN; A VIEW OF A SHIPYARD WHERE THREE SHIPS ARE BEING BUILT TOGETHER. Two of these vessels can be seen in this picture, and another is just out of the view in the bottom right-hand corner. Behind lies the river into which these ships will soon be launched**

British shipyards, as well as American, are launching new merchant vessels with all possible speed, to make up for losses at sea. A ship of 10,000 tons now receives its last coat of paint only five and a half months after the laying of its keel! Widespread use of pre-fabricated sectioning has helped this speed-up, and welding in place of riveting has saved not only time but steel. The vessels seen above will not be long before they, too, are on active service for Britain. The current shipbuilding programmes in both countries are now in full swing, and many of the losses will soon have been made good—in tankers, as well as freighters



**IN THE FITTING-OUT YARD: A scene at the basin where engines, etc., are installed in the new ships**




**MARINE ENGINES FOR THE NEW MERCHANT SHIPS: A general view in the erecting shop of a northern engineering works, where engines are being made to replace those of sunk vessels**

# SLAVES and OTHERS in WESTERN EUROPEAN FACTORIES

*The Implications behind the Bombing of Axis-Controlled Workshops in Occupied Territory. Here are Facts and Figures which Tell Plainly of the Methods Pursued by the Nazis in Recruiting for their War Effort in France*

By FERDINAND TUOHY

NOW that the R.A.F. has been given a mandate to bomb factories, mines and plant in Western Europe whose employees, inhabitants of occupied territory, are turning out articles of military use to Germany, a question that was to be expected is being asked : " Why was this not done before, seeing that we had the means and knew what was going on ? " Partial answer came on the morrow of Billancourt, when the competent authority spoke of the growing number of Renault vehicles being found by the Russians among German mechanised formations, a condition of affairs which had to be curbed. The full answer is likely to be found in a compound of five factors :

(1.) We had hopes that measures taken by the workers inside the factories, etc., would impede production more than, in effect, proved to be the case. (2.) Note was taken of the interruption achieved by the *Luftwaffe* in similar factories here, which has been rated as low as 10 per cent. of output. (3.) We needed the American acquiescence. (4.) The Russian side of the story was thrust into the foreground only recently, with the using up and replacement of Nazi mechanisation. (5.) The acute turn the war has taken. Formerly we did not wish to risk antagonising more people on the Continent than was strictly necessary. Now we have to chance what will be the outcome of bombing Occupied Western Europe.

Of the legality under International Law of what is being undertaken in Holland, Belgium and Luxembourg, as well as France, there never was any question. On the other hand, there is small use in trying to evade the poignancy of the new bombing policy. One has only to transpose the position and imagine a handful of Britons striving to liberate their country with the help of a powerful France whose airmen must bomb to death British workers, most of whom had to choose between working for the enemy and seeing their families lapse into outright hunger and want.

Our reputation for fairmindedness was hardly enhanced when Professor Goodhart wrote of the Billancourt workers that : " Having voluntarily agreed to serve their German masters in the production of articles of military value, they cannot now protest either on moral or legal grounds if steps are taken to prevent the enemy from obtaining the benefit of such help." Under a pretty flick from the Free French Labour Commissioner, the Professor retracted that word " voluntarily " ; but why does a leading authority allow himself in the first instance to write such things, which are bound to be remembered against us in the future, when we shall need all the popularity abroad that we can muster ?

Incidentally, the 30,000 who lost their jobs by the Seine, and who buried over 300 of their comrades, did not protest on any ground, moral or legal, so far as I am aware. Pétain did, which is quite a different matter, as we shall see. Indeed, to contemplate these Frenchmen as working voluntarily is to flirt with the Vichy version, which runs ; " The workers of Paris want to earn their bread. They are not fighting ; they are not mobilised. They want to support their families. *All other considerations are alien to them.*" (Italics mine.)

The workers of Paris and elsewhere *are* mobilised to a considerable extent, and that is the crux. They have been coerced by Vichy to work for a German conqueror who has sworn the destruction of France in writing ; who would destroy the Rights of Man, the French Revolution, and everything to which these French workers hold most firmly. Of Vichy's divers black deeds to date, this pressure on France's workers so that they shall forge their own chains, will appear to many as the blackest. And we know what has actuated Vichy : the hope of preserving money-power and privilege under Hitler's New Order.

At Montoire, in October 1940, Hitler stipulated that the test of French good behaviour and " collaborationist " sincerity should be the degree in which Pétain succeeded in getting the French factories working for the German war machine. This was the first " plank " of the whole set-up, and Pétain agreed.

At that time, the factories all over France were in a depopulated and neglected state. A large number of workers had fled south with their families before the Nazi Juggernaut. From the Paris region there had been a panic exodus among employees who feared that their oft and violently expressed anti-Fascist sentiments would mean the Gestapo let loose on them and theirs.

Vichy's opening act was to order the workers to return to their homes, a trek which the Germans facilitated. Concurrently, Vichy gave the Germans particulars of French prisoners of war who had been employed in industry, so that these might be played upon by their Nazi gaolers and, if found susceptible, be released on condition that they worked for Germany on their return to France. Two French Fascists in due course became responsible for this dual mustering : Le Hideux, industrial magnate of the Nord, and Scapini, a blind personality in the ex-soldiers Association. Each is still on the job : Le Hideux controlling Labour from Vichy, and Scapini trying to seduce more French prisoners either direct into German factories, or into their counterparts in France.

By April 1941 Le Hideux was able to announce with a flourish that as a result of successful negotiations with Germany " 800,000 French families formerly employed in the automobile industry will be able to earn their living again." The principal spheres involved were engineering, electricity and motor vehicles ; yet, if stress was laid on the automobile industry, everyone was aware that cars had long ceased to be manufactured, and that the industry had been converted before the war to the production of armoured vehicles, lorries, tanks and aircraft engines. In fact, it was Le Hideux's reorganisation that conduced to the output potential with which we have latterly become acquainted : vehicles, armoured and other, for eighteen or twenty German mechanised divisions each year. It is a fair assumption that from ten to a dozen divisions have been so equipped from French factories since May last, and if more have not eventuated, it hasn't been for lack of tempting or goading the workers.

Consider some of the measures resorted to. Le Hideux agreed to put French spies and informers (" *mouches* ") in the factories where the Gestapo agents were finding themselves outwitted. These " flies " were recruited from the French Fascist parties and from the officially recognised " Legion " of Deloncle, ex-Hooded Man. Camouflaged as workers, the " flies " were better able to alight on the leading spirits, who were progressively arrested, and, if in occupied territory, denounced to the Germans, who took them off for holding as hostages. In this manner, Vichy agents denounced French workers later shot as hostages.

When an increasing number preferred to go on the dole, small as it was—about 30 francs, or 4s., a day for a family of three—rather than enter factories working for the Boches, the Germans grew restless, and ordered Le Hideux to deny the dole to all who, selected for work in war factories, refused to conform. Vichy foots the bill for the dole in occupied territory, too, and Le Hideux did not hold back from saying, in as many words, to his fellow countrymen : " Either you work for the Germans or you starve ! "

But the French workers were not to prove easy meat. Last summer, partly under London impetus, they set about systematic " go slow," or " *grève perlée*," and when opportunity offered, sabotage was risked, however small. Also it became the practice to hold up work on faked or fancy pretexts, while in some quarters even strikes were dared. (Workers in the Lille area wanted the R.A.F. to send over odd machines by day, flying at high altitude, so that frequent excuses could be found for interrupting work and so lessening output.)

As the strikes showed signs of becoming contagious, the Nazis took the ration-cards of the entire family of any striker—and without a ration-card to-day in Occupied France, one is completely sunk.

So much for the " voluntary " nature of the bulk of work in French war factories. The fortunes of war—yes ; but R.A.F. crews who are " coming again and often " will, while enjoying their well-deserved " piece of cake," be the first to appreciate the bitter daily cake of so many of those they have to bomb.

" But get away from these factories," exhorts " Colonel Britton." " Get right away into the country." And he tells the following to mind out for bombs :

The Belgian coke-oven and railway-wagon industries and the shipyards ; Luxembourg's steel and iron industry ; Dutch shipyards and engineering plant and the Limburg coal-field ; the Briey (Lorraine) basin whence a million tons of *minette* are sent monthly to Ruhr blast furnaces ; similar mines at Caen ; and bauxite-mines in the Var and Bouches-du-Rhône which feed Rhineland aluminium plants.

We have issued too many political warnings, with the result that foreigners have come to take little notice of them. If we forecast bombings on a sweeping, generalised scale and then nothing happens, the workers involved will decide it 's bluff, and they will take no notice. It seems unwise to designate war production which cannot positively be included in a list we intend to bomb and with profit. One would like to hear the R.A.F. on the profit to be gathered from bombing the surface installations of mines, against the risk from flak and fighters which will presumably materialise at some points mentioned by us.

And what is one to think of warnings to miners on the far-off Mediterranean ? A second issue is here raised : whether we intend to bomb Vichy France at all (incidentally, there are nearer bauxite-mines round Grenoble). If Vichy France is to get it, why not warn Michelin's huge plant at Clermont-Ferrand, the Roanne and St. Etienne factories, and St. Gobain chemicals and the Rhone and Gnome Engines near Valence, if we know all these have raw materials and are producing, in which case they are doing so for Germany ? They are precise plants like Renault, not spreading mining areas.

Finally, " Colonel Britton's " regular last word, " Don't work in these factories or these mines unless you are given proper protection against bombs," seems to be nearer the mark than telling people to go right away into the country, since it is only too clear that skilled workers will not be allowed to escape so easily to the country, or, if they make themselves scarce, will be deprived of their ration-cards, as the least infliction

**MAURICE CHEVALIER URGES " COLLABORATION " :** The well-known variety and film star has been urging on his countrymen " collaboration " with their bitterest enemies, the Germans. On the Vichy radio and in the Press he has been broadcasting his views throughout France. Recently Chevalier paid a visit to a German prison camp—the one in which he was himself confined as a prisoner in the last war : but, this time, he went as a guest of the Nazis. Obviously the actor's ideas have changed very materially since those days !

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# WARFARE BY MORTAR IN THE JUNGLE

## How it has been Waged by the Japanese in the Malayan Campaign

*—Drawings by L. Ashwell Wood*

During the campaign in Malaya, and now again in the Burmese fighting, observers have been greatly impressed by the manner in which the Japanese have made use of the mortar. This weapon, which achieved great fame during the trench-fighting of the last war, has now been skilfully adapted by the enemy to jungle conditions. The Japanese have been able to employ this weapon mainly because of their ascendancy in the air, which has permitted the free use of spotting aircraft in the manner shown in the accompanying drawings by Mr. Ashwell Wood.

The actual mortar is thought to be similar to our own 3-in. weapon (now part of the normal equipment of a British infantry battalion): the bomb, or shell, which it fires weighs about 10 lbs. and about forty of them can be fired a minute. It is simple in operation and once the range and trajectory have been decided, the unseen enemy can be shelled with devastating effect. The mortar has a high trajectory, incidentally, ideal for shooting over the tree-tops! It has been stated that rapid fire from a mortar battery can be most demoralising.

The Japs move their mortars in light wheeled carts and supplies of shells can be brought up in similar vehicles

**1. ALL THAT THE DEFENDERS SEE: The shells come over in a steady stream as the hidden Jap mortar battery opens up**

Attackers and defenders are hidden from each other by the dense jungle: the defenders cannot see the attackers when the shells come lobbing over the tree-tops in a steady stream; nor can the attackers be sure of the precise position of the defensive lines. But—with their superiority in the air—the enemy can send up aircraft to spot for them: once the information is wirelessed to the batteries below, and the first few shells corrected for range, the defenders can be shelled with impunity! The drawing (2) on the right shows what actually takes place: the battery wireless section is in constant touch with the spotting aircraft, and all the necessary information is conveyed by this means

**2. ALTHOUGH NEITHER ATTACKERS NOR DEFENDERS CAN SEE THE OTHER SIDE, this is what is actually taking place during an assault by mortar battery such as the Japs used in Malaya**

*Below*—**ON THE ATTACKERS' SIDE: Jap mortar batteries half-concealed in a patch running through marshy ground in the jungle**

The light ammunition-carriers are built on rickshaw lines and have great mobility in the dense undergrowth, being drawn by hand. The Japanese mortar is a simple affair, being held down by the foot and held up by the left hand, whilst the right hand drops the shell in the top. The extreme range of this weapon is said to be 1,600 yards

*On right*—A West African Light Battery consists of two 3·7-in. howitzer-gun sections and a H.Q. section comprising 360 Africans and ten or twelve Europeans. An experienced team can assemble the gun in two minutes and dismantle it in less. The gun's range is 5,800 yards; it fires a 19-lb. shell Each gun requires thirty-two men to carry it, the larger of the loads aggregating 80 lbs. per man in addition to 30 lbs. of personal equipment. With favourable conditions and paths, the battery moves 20 miles per day. In the picture on the right, one of the heavier loads—the chase—is seen. Together with the bearer, this weighs some 275 lbs., or almost 70 lbs. on each man's head—this, in addition to his own equipment

**A BRITISH METHOD OF JUNGLE WARFARE: A West African Light Battery in Field Service, showing how a 3·7-in. howitzer-gun is carried in sections through the heaviest country on the heads of native bearers**

NOW IN THE PACIFIC WAR ZONE—

# AUSTRALIA: And Her Ten Greatest Years

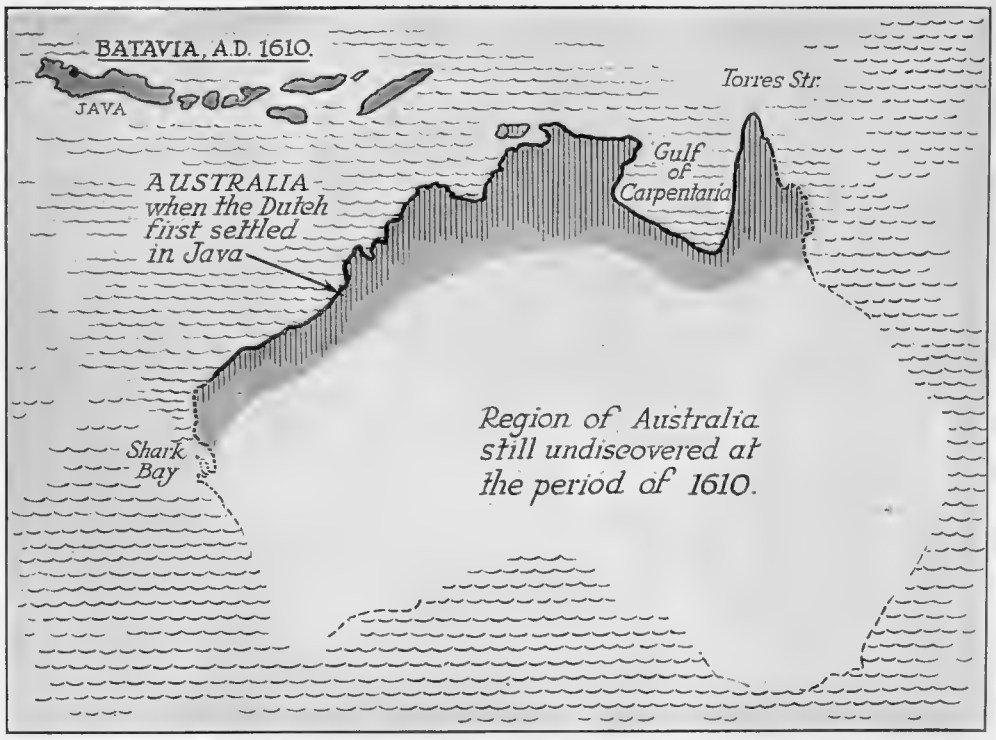
By WILLIAM HANNA (*A Western Australian now in England*)

ALL along the waterfront, behind the Customs sheds, you see—no matter which is your port of arrival in Australia—names like Elder Smith, Dalgetys, and Goldsborough Mort.

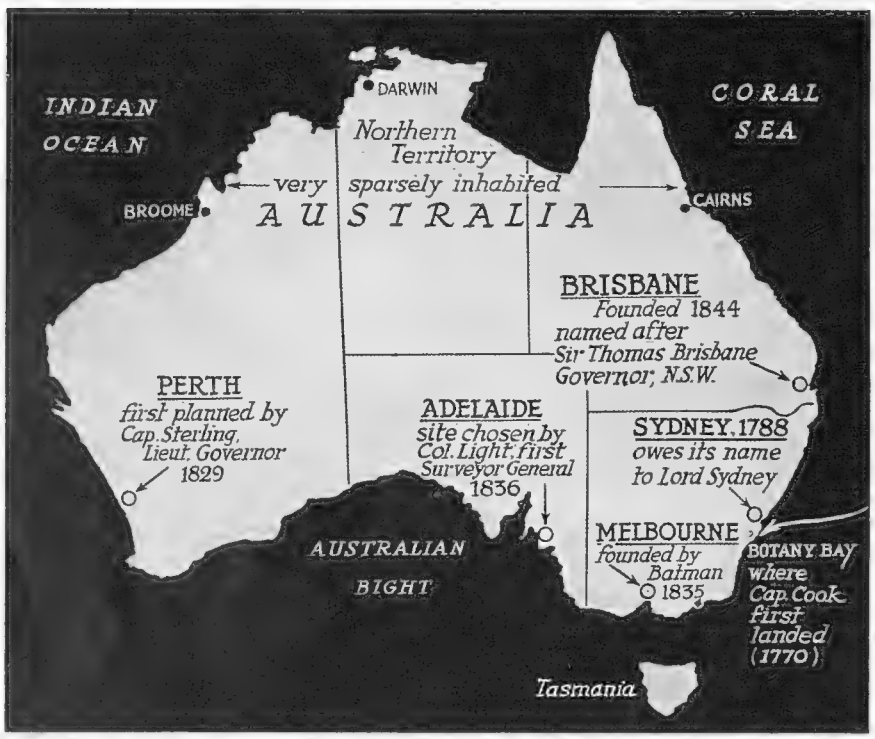
They are not just advertisements for somebody's "plonk" (strong wine), or a new brand of soap. They are the big names of the big concerns in the wool business, and for a whole generation they have been plastered all over the face of the Commonwealth.

But every dinkum Aussie knows that other big names have cropped up in the past ten years, and that what has happened in the Commonwealth since the depression days of the late '20's is a grander chapter in Australian history than ever before. Not only is there a lot to tell in a short space of ten years' progress, but there is much territory to cover. Western Australia is still three times the size of Germany; there are still thousands of miles of bush, of charred stumps, tangled and dangling bark. These dimensions of bush made even the size of Sydney Harbour Bridge seem dwarfed, and while most dinkum Aussies are proud of their bridge, with its single span of 1,257 metres of waterway, we don't like the whole Commonwealth to be judged just by this one show-piece, even though it does represent one of the world's most outstanding achievements in our decade cavalcade.

I can show you another engineering achievement, begun two or three years ago, which will live as a bigger job than "the bridge." It is a military road, 625 monotonous




**AT THE BEGINNING OF THE SEVENTEENTH CENTURY ONLY THE NORTHERN FRINGE OF THE AUSTRALIAN COASTLINE WAS KNOWN TO CIVILISATION: But by this time Java was being colonised by the Dutch, and Captain Cook and Governor Philip were still over 150 years away**




**APART FROM SYDNEY, ALL THE PRINCIPAL CITIES IN THE GREAT COMMONWEALTH WERE FOUNDED IN THE LAST CENTURY. All of them lie on, or very near to, the coast—and are thus the more vulnerable to attack from the sea**

miles in length, which has been hand-carved from the jungle, desert scrub of Central Australia. There is nothing like it in Europe. The rocky scenery in the film *Stagecoach* is the nearest in appearance and grandeur. This military road, of vital strategic importance, is the convoy route from Port Darwin to Alice Springs. Twenty-eight great bridges, 130 tunnels cut between solid rock; vast areas of bush country cleared of mulga scrub and porcupine grass. It is Australia's "Burma Road," now a continual, rumbling lorry-convoy route.

We're building new cities in the saltbush country of Western Australia. They have no names. Biggest of them is "S.M.C.47"—just a code-sign in the Canberra secret book. But it is a huge shipbuilding and munitions city, not dreamed of five years ago. Scottish experts have been brought to Western Australia to help train and provide skilled labour for the new secret war cities.

And the world-famous cities? I have watched them grow in the past ten years. I have seen Sydney grow and sparkle at night as Naples once did. In the dreadful heat-wave of 1938-39, which caused untold misery in New South Wales, and burned up hundreds of miles and hundreds of homes on one fearful Friday the 13th, I watched a whole territory wiped out.

In the smug Federal capital, by the doings of which the rest of the world mistakenly judges the dinkum Aussie, I have watched the boulevards spread, and the white ferro-concrete State buildings spring up like mushrooms in the guise of an imitation Washington. Yet in the past ten years, Canberra has failed to remove the dirty slum hovels outside the city that constitute the worst slum area of any Commonwealth capital city. Even with the progress we have made in ten years, you see, there is so much more to do, and only 7,102,000 of us to do it.

Perth's inspiring building was finished in 1931, just at the start of our ten-year cavalcade; it is a free university, American (perhaps a little Canadian) in the way it is organised scholastically. Radio, cinema and air-routes have spanned the Commonwealth in ten years—in a vast

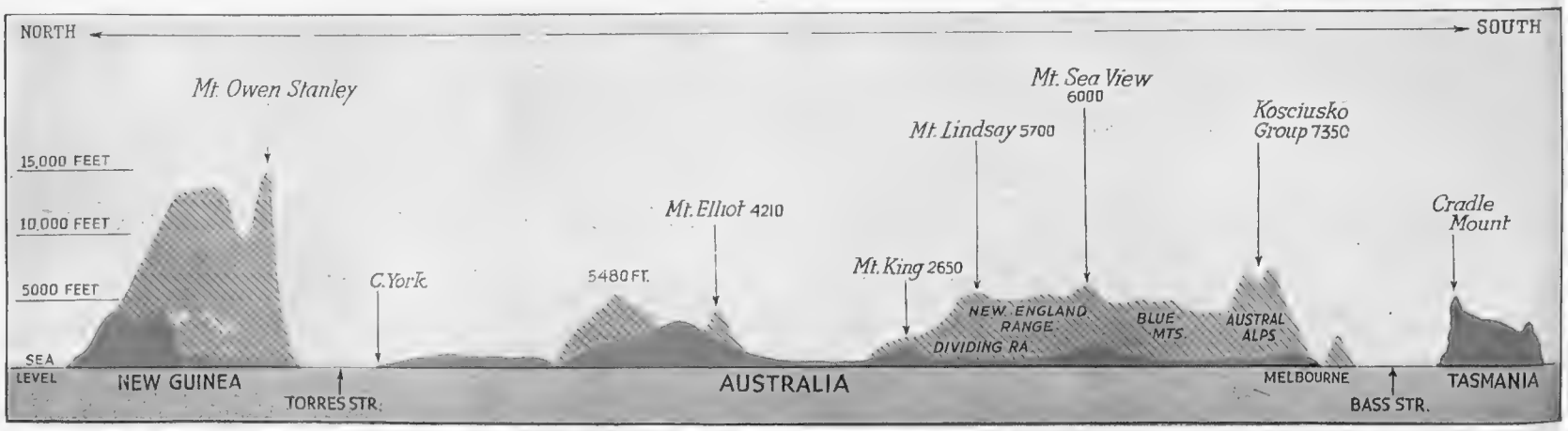
With the crash of bombs falling on Darwin, Wyndham and Broome, Australia suddenly became plunged into the World War.

Its enormous coastline is too long to defend at every point; its capital cities all lie close to the seaboard; there is only one real road from north to south, and another from east to west. In the vital northern area, the difficulty of defending the vast territory between Cairns and Broome, 400,000 square miles, has become apparent. Great cattle stations and a few tiny settlements only are to be found within this region, inhabited by some 70,000 whites and some wandering tribes of aborigines. Cairns and Townsville have useful harbours; Darwin is already well known as an air base. Wyndham and Broome have deep-sea anchorages. All these places possess airfields.

All the capitals of the various States of the Commonwealth owe their position to the accident of fortune, as it attended the adventures of the first explorers and settlers. Australia had, indeed, the oddest start on her great career, being regarded originally by the English authorities of the day as a convenient penal settlement. Fortunately the first white inhabitants were not all deeply-dyed criminals, but were rather the victims of an over-severe penal code.

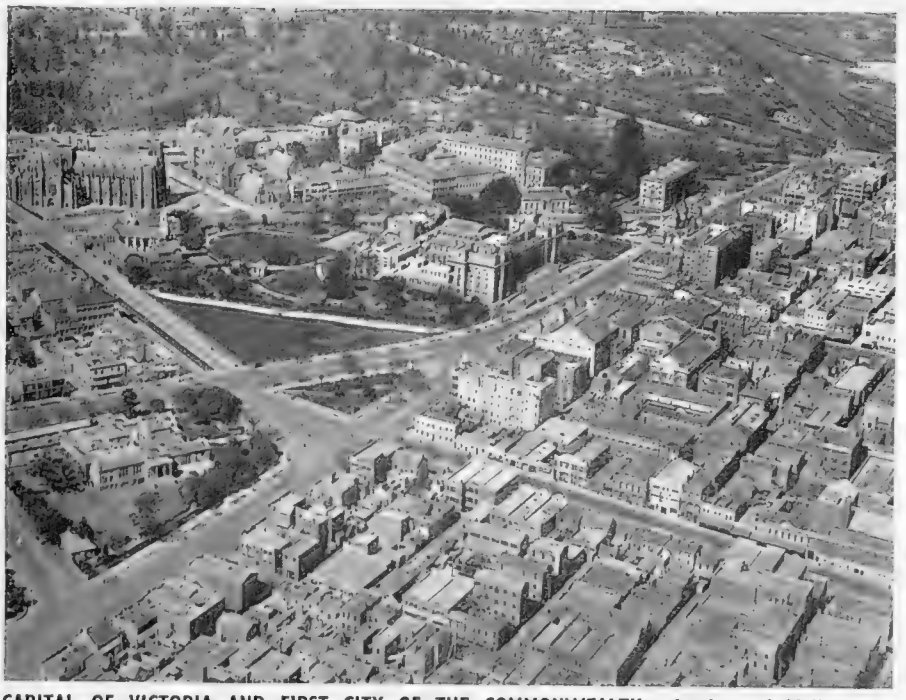
Then came the discovery of the grasslands and other vast stretches of country, which proved ideal for the rearing of cattle, horses and sheep. So much so, that a cynic viewing this vast animal population might be inclined to say that Australia was really peopled by its giant flocks and herds, whose needs were attended by a sprinkling of human beings. He could quote the 50,000,000 sheep in New South Wales against the white population of the same State of under 3,000,000.

Australia has endeavoured to preserve its territory as a land for the white race, but under the pressure of the economies of labour finds itself to-day with only half the available man-power which it might have had available for its defence. When the Japanese bombs fell upon Australian soil it was suddenly realised that tens of thousands of her fighting men were far away, fighting the Empire's battle on distant fields. The question of defending their own homes now stands starkly before them.




**TAKING A LINE DOWN THE SOUTHERN CONTINENT, FROM NEW GUINEA TO TASMANIA, the only mountains in Australia would be encountered: these all lie in the eastern half of the Commonwealth. To the west are the great sandy deserts where the population is sparse and natural resources very few**

**HOW AUSTRALIA WAS COLONISED IN THE EARLY DAYS : These wagons are replicas of those used in 1831 for the colonisation of Queensland. They were built for the making of a historical film**



**CAPITAL OF VICTORIA AND FIRST CITY OF THE COMMONWEALTH : A view of Melbourne, showing the Parliament House and Government offices (these are now no longer used for Governmental purposes, as the seat of Government has been removed to Canberra, the new capital of the Commonwealth)**

**THE NORTHERNMOST OF THE FIVE GREAT CAPITAL CITIES OF AUSTRALIA : Brisbane from the river, showing the square tower of the Town Hall. This city is the capital of Queensland**

manner not comparable with any other country. We have one budding film settlement, and a handful of Australian stars managed, run and filmed by imported Hollywood experts. We have three chains of cinemas—but still only one good theatre in all Sydney, and three in Melbourne. In ten years the radio has grown so that (April 1941) we had 1,287,547 listeners and two separate chains of radio stations. But that is nothing to boast of; it is only 18·26 licences per hundred, and the standard of talent is not American or B.B.C. standard. After ten years of radio, there still isn't the scope, either on Class A stations (run by the Australian Broadcasting Commission) or the commercially sponsored Class B chain. Our licence is £1 a year, of which 10s. goes to the A.B.C. But still there isn't enough money to pay our Melbas.

Socially, Commonwealth cities have developed little in ten years. Sydney has its "café society," and the centre of that sort of life is still the Hotel Australia, that vast building with five (unrationed) restaurants. There are few pleasures reserved exclusively for the wealthy

**THE BUSY QUAYS OF SYDNEY AS SEEN FROM THE MIGHTY BRIDGE : This is one of the very few good views of this great metropolis, which now has a population of 1,250,000. In the last twenty years, Sydney has grown by nearly half a million inhabitants!**

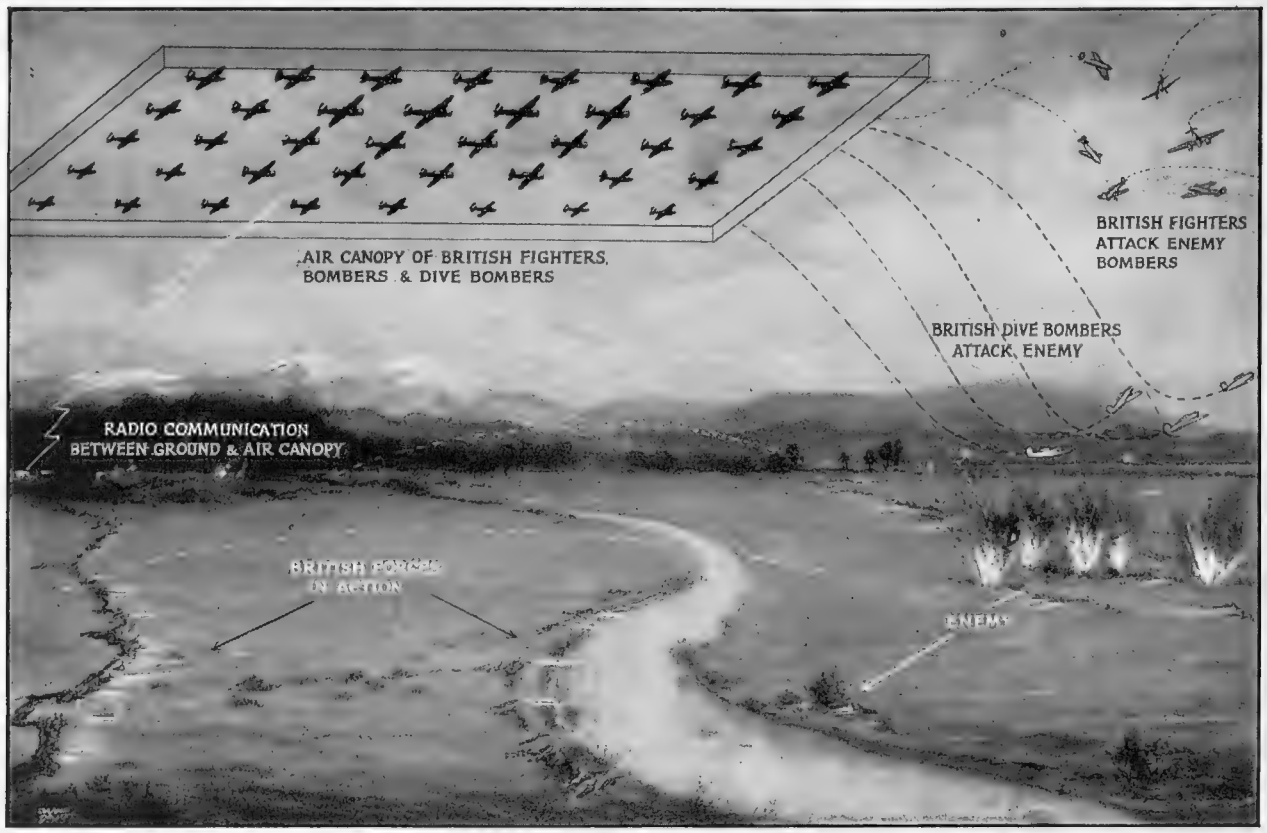
**THE MODERN ASPECT OF KING WILLIAM STREET IN ADELAIDE, principal thoroughfare of the South Australian capital which cuts the city in half**

But then, Sydney isn't Australia.

To see ten years' progress in a nutshell, come to Newcastle, now humming with activity night and day, turning out weapons of war. In 1938, Commonwealth industry had increased at such a pace that 588,000 workers were engaged in 27,000 factories. Now, so rapid has been the increase that the number of workers in Government factories rose from 12,000 in August 1939 to 52,000 in May 1941. The latest estimate of the number of war workers is over 200,000.

Newcastle has busy, tram-lined streetsand works under a perpetual pall of smoke. Yet this vast factory town has, in ten years, become not just a centre for the world-famous Broken Hill Proprietary Works that run the steel industry; it is now a fine seaside resort, with a surfing beach, tennis courts, good hotels, and all those other sunny things that make Newcastle, second city of N.S.W., differ from its British namesake. It is difficult to put into words the increase in the Commonwealth standard of living in ten years. But there are four men who must judge it: they make up the Industrial Commission who, by an Act of 1937, have to adjust the basic wage every three months. Five years ago, the minimum basic wage in Newcastle was £3 18s. Now it is £4 7s. Pleasures as well as prices have gone up in proportion, and the average Southerner thinks this is "dinky di." But there is one thing we have neglected in ten years: our population. An empty Australia has, for twenty years, intensified the "Yellow peril." Our 59,000 war dead cost us dear, as purely in terms of population figures we could afford this loss less than any other nation engaged in the last war.

# DIVE-BOMBING—the Big Problem of the Day




**A NECESSITY IN MODERN WARFARE—THE AIR SCREEN FOR INFANTRY: This would seem to be an essential, whether the infantry are operating from fixed positions, or whether they are advancing into enemy territory. Not only can the aircraft bomb the enemy out of strong points, but they can also prevent any bombing attacks from being developed against the forward-moving infantry**—*Drawing by Roland Davies*

EVERY single campaign of the present war—and there have been many, each of which has presented its differing and unique aspects—has demonstrated one thing: the vital need for air superiority. Without this, an army is naked, its weaknesses exposed to the enemy, and its soldiers subjected to never-ceasing attack from bombers, dive-bombers, fighters and the rest. As in Norway, Greece, Crete, so in Malaya, where the lack of British fighter planes was keenly felt.

The other side of the picture was shown subsequently in a message which came from the Sittang area of Burma. There, it was recorded, co-operation between the land and air forces took the form of direct air support to the men on the ground. The G.O.C. himself reported that, not only was it helpful physically, but it also cheered our troops to see the work of the aircraft above them, providing that "umbrella" which all the experts have declared is indispensable in present-day warfare.

General Gordon Bennett, who commanded the Australians in Malaya, has stated that the attacks on our forces by Japanese aircraft during the fighting down the Peninsula was so severe, and the losses so heavy from this cause, that our repeated retirements and ultimate surrender were justifiable.

It would now seem, from all accounts to hand, that infantry forces holding entrenched positions—or, in fact, any position where they are exposed to bombing and gunnery from the air—very strongly object to this form of attack. They were new to it in Belgium: officers had to point out that the casualties from dive-bombers was small compared with that inflicted by machine-guns and artillery. On landing in Britain after Dunkirk, the one complaint made by soldiers was the absence of British aircraft. Again, from Greece and Crete came the same bitter criticism.

What, to-day, is the infantryman's attitude towards strafing from the air? It is well to examine it, even briefly, for it has become tangled up with the demand for dive-bombers. The infantry do not demand dive-bombers: there is no evidence that they want the enemy dive-bombed and machine-gunned; but they do want low-flying enemy aircraft to be challenged, shot down or driven off.

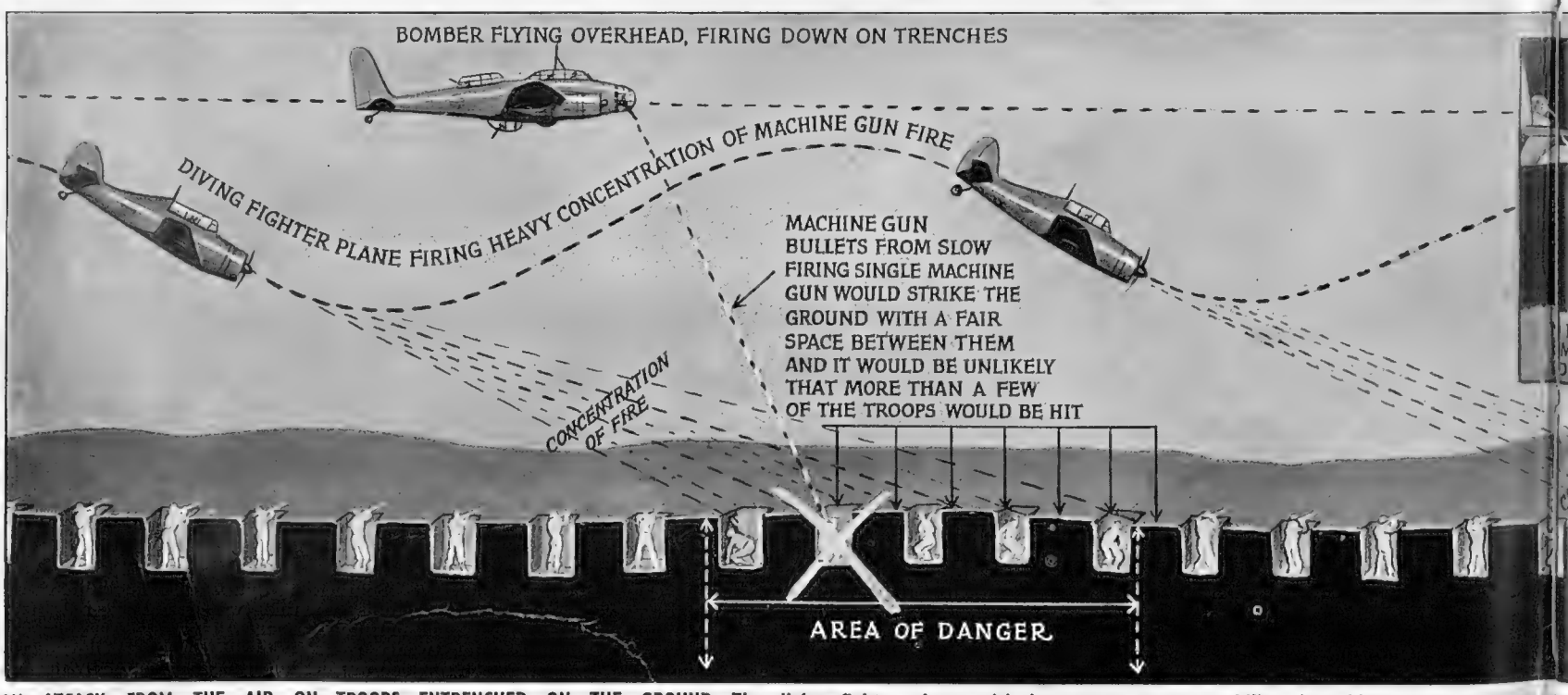
The infantry see no reason why our own aircraft should not appear in their support. A great deal can be done from the ground if a certain number of sharpshooters are detailed for the particular job of repelling low-flying aeroplanes: if this is done the attack can be minimised. Furthermore, when ground forces are occupying positions liable to attack from above, light A.-A. guns on mobile carriages are a necessity.

Strafing from the air, it has been reported, had the same effect in Java on the Dutch East Indian troops as on our own men in Malaya; and it has again been pointed out that the psychological effect was greatly in excess of the actual damage done.

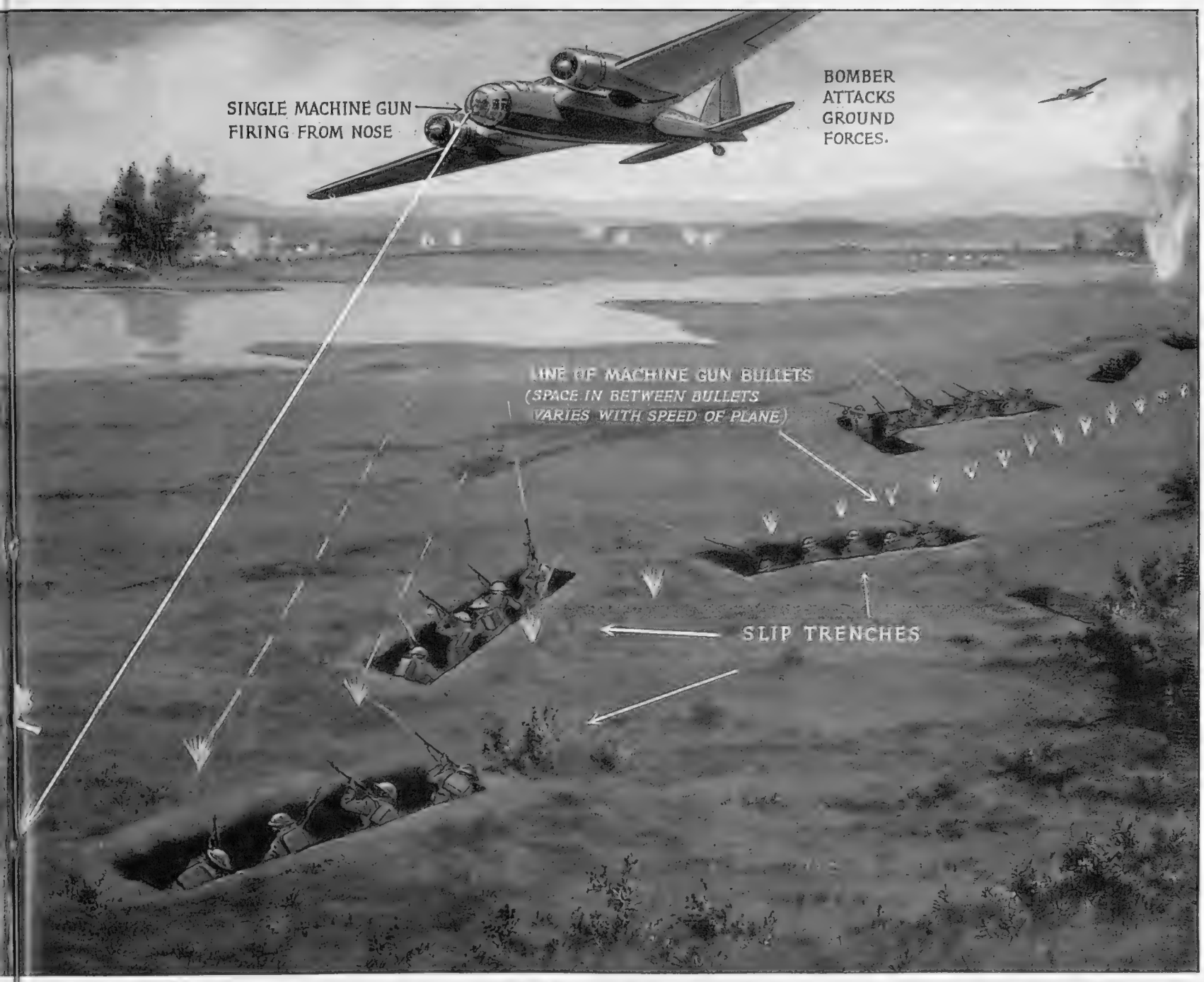
The passage of an individual plane is rapid, and its capacity to spray bullets is necessarily limited to a certain area. It is to elucidate this aspect of the problem that the accompanying drawings have been made.

It will be seen from these that trenches cut with protective lateral walls afford a great degree of safety to the infantryman if the attack is

**A CAREFULLY-THOUGHT-OUT SYSTEM OF L... worst, only hit a very few of th...**

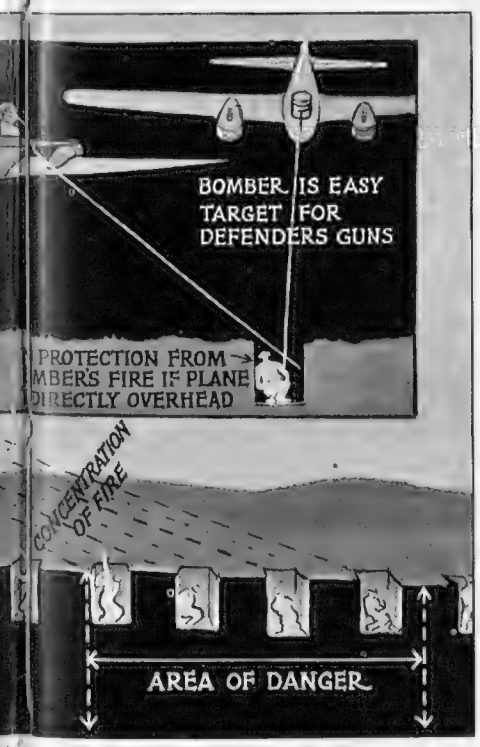



**AN ATTACK FROM THE AIR ON TROOPS ENTRENCHED ON THE GROUND—The diving fighter plane, with its greater manœuvrability, is a bigger menace to an er... bomber: this is due to the arrangement of the fighter's multiple machine-guns, as opposed to the bomber's slower-firing fixed gun**—*Drang...*

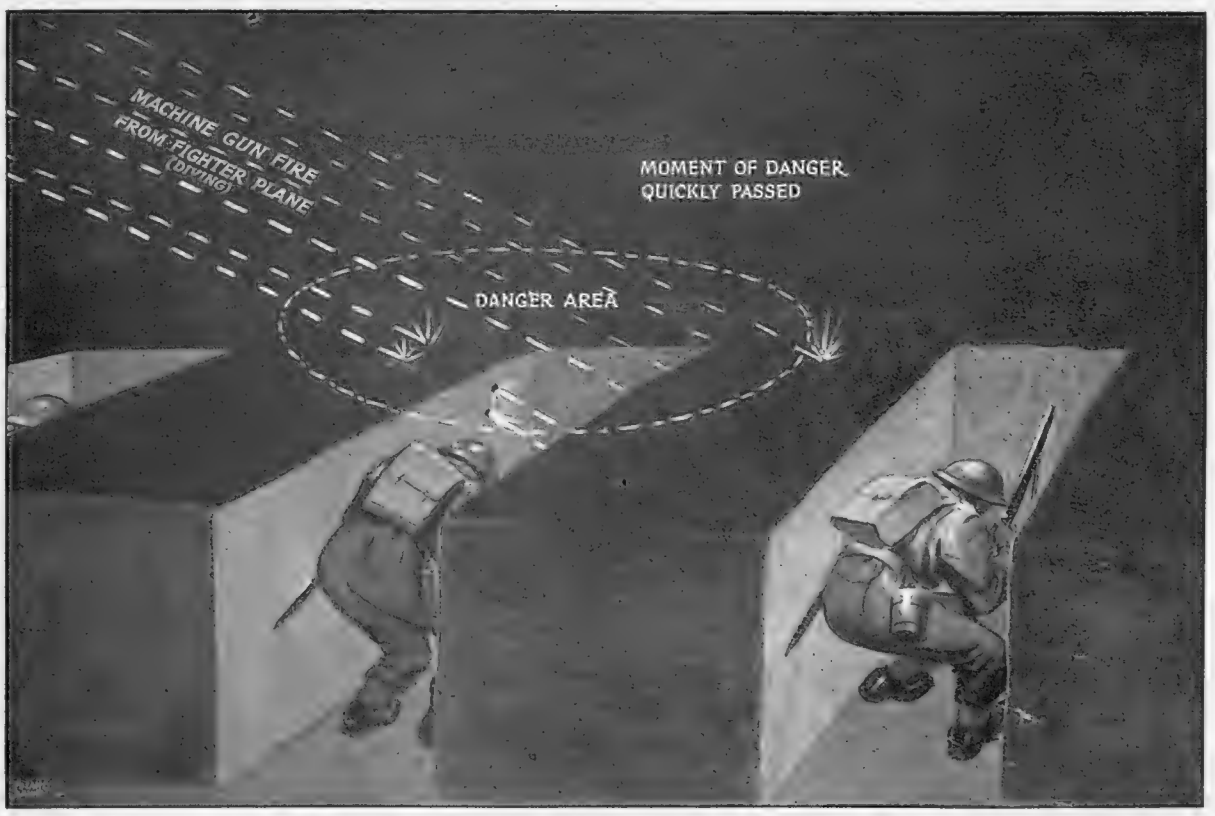



**LIP-TRENCHES CAN NULLIFY A GOOD DEAL OF THE DAMAGE WHICH ENEMY AIRCRAFT CAN INFLICT.** No matter what line the hostile plane takes, it can, at the th soldiers entrenched below. So great is the aircraft's speed that it cannot swing back and forth: provided that the trench line has been well thought out, therefore, the attack from the air can be greatly minimised—*Drawing by Roland Davies*

not excessively heavy. A fighter's bullets may seem to fill the air—but only for a moment! With the easily-constructed layout of trenches indicated here, most of the bullets would be wasted on the ground, and fail to find any worthwhile targets.




n trenched line than is the more ponderous
—*Drang by Roland Davies*




**THE LIMITED DANGER AREA FROM AN INDIVIDUAL AIRCRAFT, moving rapidly along an entrenched position. The circle of danger passes rapidly at an angle from one embrasure to another.**—*Drawing by Roland Davies*

The danger to infantry during an attack by low-flying aircraft is not so great as one might think—although during such an attack the devoted infantryman might well think otherwise. As in the "blitz" on London, however, despite the terrific noise and the terrifying rush of hostile aircraft, the number of casualties caused mostly falls far short of what one might expect! The drawings reproduced on these pages illustrate some of the simple measures which might be taken in the field to reduce the effect of attack from the air. Trench-systems can still serve a very vital purpose, although trenches, as such, are no longer regarded as a determining factor in modern warfare.

# RANGOON—BURMA ROAD —CALCUTTA

## *Is this the Japanese Strategy in Their Westward Drive?*

NO one has exactly understood the precise Japanese objectives—that has been our trouble in the Eastern war. But the pattern is now clearer. Let us examine the events in Burma so far. What has the enemy gained to date? Firstly, some fine loot, which ranges from oil-wells producing 200,000,000 gallons, valued at £13,000,000 a year, to the greatest rice-exporting district in the world. In between those major products of Burma they get, or may soon get, the world's largest deposits of wolfram, essential for high-speed steel; the world's largest silver-lead mines; the world's most famous ruby workings; great forests of teak; deposits of iron-ore, zinc, copper-matter nickel-speiss and antimonial lead.

From the Japanese expressions of disgust when they entered Rangoon to find it in ruins, we may deduce that our harassed men have at last learnt how to scorch earth. But you can't burn mineral deposits, paddy-fields, and huge forests. Besides, even if the Japanese don't get that oil and rice immediately, we lose them all the same. India and our forces east of Suez must now depend on Middle-Eastern oil, that might be endangered any moment by a German thrust through the Caucasus or Turkey. But perhaps we can still afford to cut such losses. We have to, in any case, and must turn to the second Japanese gain—the severance of the old Burma Road.

Readers know enough about the Road by now to understand it isn't a road in Burma, but a railway and a river. The railway comes down in one line direct from Lashio, the Chinese road terminus, *via* Mandalay to Rangoon. That line was cut when the Japanese reached Pegu, a junction about 50 miles north of Rangoon. But the railway has another line, which runs slightly in the direction of India to Prome, on the Irrawaddy River. This is joined half-way to Prome by yet another branch.

That is complicated, but not if you study it carefully, then turn to events. Hardly pausing in Rangoon, the Japanese rushed on towards Bassein and Prome, thereby preventing us from sending supplies through Bassein and up the railway or river. Lest that success confirms pessimists in the belief that the Japanese are too good for us, it must be pointed out that we asked for it. Burma was open when the enemy crossed the mountains from Siam, and could only have been defended by a large army, which we did not possess.

The next line of Japanese strategy will depend upon Japanese strength, a factor that it is impossible to assess so far. Have they enough men and material at once to equal or outnumber Russia in the north, hold China in the centre, garrison Malaysia and complete the conquest of the Philippines, invade Australia, and invade India to link up there with a German thrust through the Caucasus or Turkey?

Perhaps the prime motive for their Pacific war is the conclusion of the disastrous China war by preventing the democratic Powers from keeping China alive any longer. And they are now in a position, thanks to the Burma success where they only have to advance a few hundred miles further, through empty country, and the Burma Road is finally stopped.

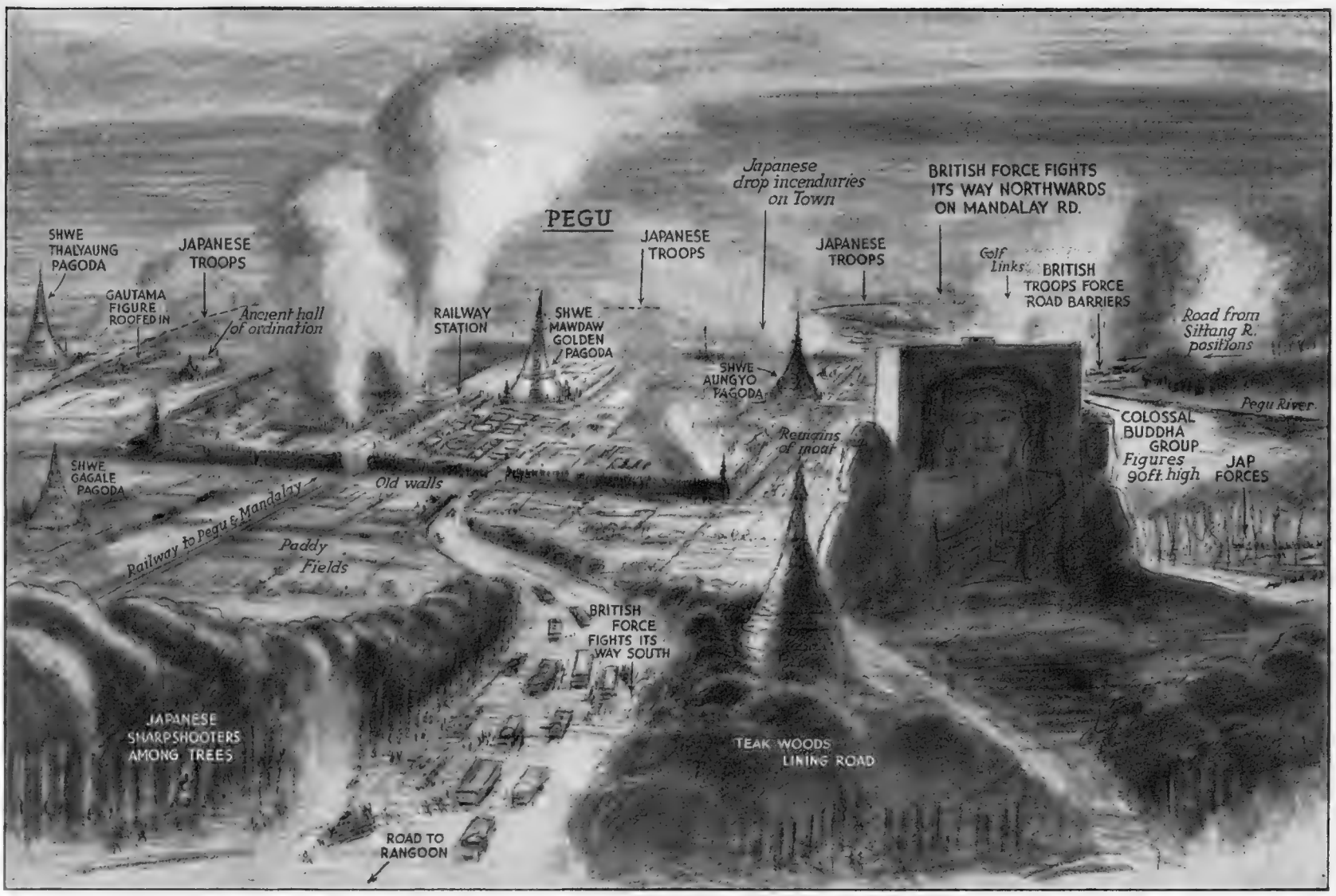
The Japanese could stop at Prome and send all forces northwards to combine with other forces from Siam in a direct attack upon Lashio and the Road itself. Secondly, they could assault India directly by an advance from Prome across the Arakan Yoma range. Both would be difficult operations, but only in terms of geography. Thus the chief objectives would have to be reached if possible before May, when the heavy rains begin, and they would have to be reached across country which we have hitherto considered unsuitable for military operations. Can we still place any trust in nature as an ally when so many mountain ranges have been easily crossed.

Our only hope, as always, is in ourselves, and sustained till the May arrival of those heavy rains, we might find ourselves in an advantageous position. D. C.

**THE GREAT CITY OF RANGOON, third largest port in Indian waters, now evacuated by the white population and abandoned to Burmese looters—a view from above, overlooking the wide Irrawaddy River**

**"THE ROAD TO MANDALAY": The country into which British forces are retiring in Central Burma. This drawing shows the mountain range of the Arakan hills on the left, barring the road to India; and the Manipur and Palkai hills to the north, through which supplies might be brought**—*Drawing by E. G. Lambert*

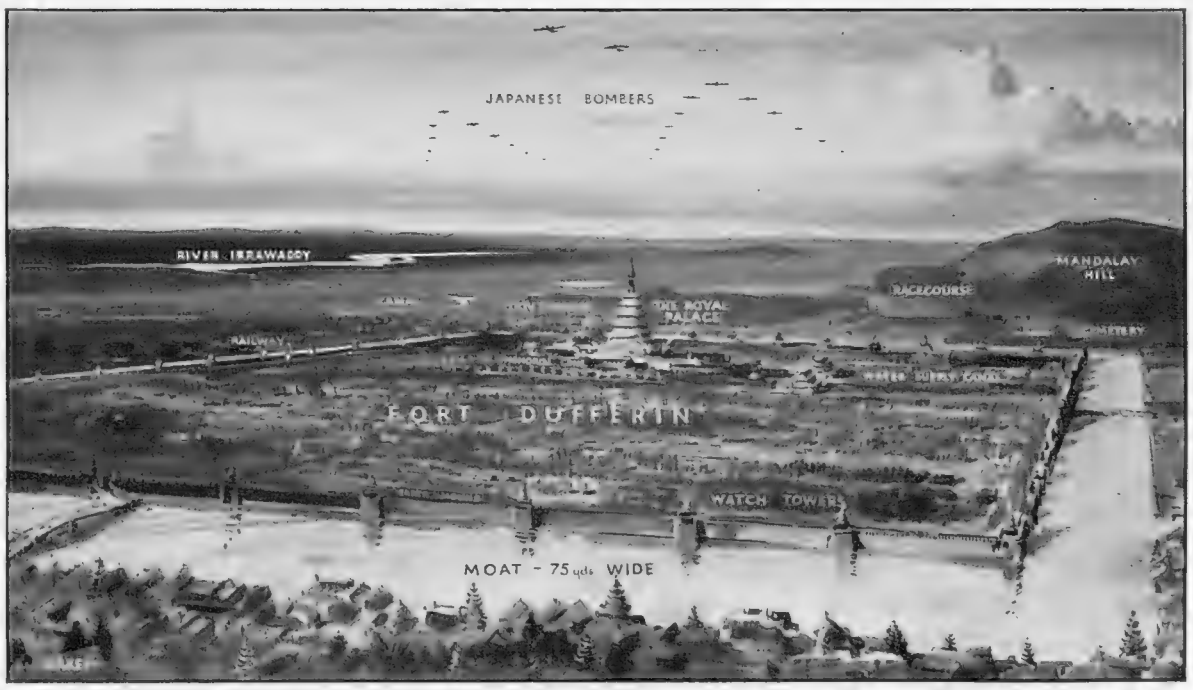
The recent news from Burma has indicated that, in the central area of that country, there are now two main British forces endeavouring to move northwards—one in the direction of Mandalay, and the other in the direction of Prome. The force on the Mandalay Road occupied a position a few miles north of Pegu, a once-powerful city whose ancient walls still stand to-day: from this point on, towards Mandalay, is an open-type of paddy-field country which would give greater scope for tank or armoured-car action than the area to the south. To the west, across the intervening hill-ranges, lies the road to Prome, served by a railway from the south which has its terminus there. The road, however, continues northward; but it leads to a terrain filled with teak forests which are difficult of negotiation. On the Mandalay Road, on the other hand, the open country and paddy-fields are split by creeks and canals and deep and wide rifts caused by soil erosion. These handicaps restrict the tanks to the roads. Again there are difficulties, for the fragile bridges often cannot bear their weight




**THE FIGHTING IN AND AROUND PEGU: The battle actually raged in the town itself at one period. The old walls still stand in large part. Pegu is famous for its pagodas and figures of Buddha**—*Drawing by Percy Home*

When recent official communiqués from Burma stated that the Japanese had seized the "important road and rail junction at Pegu," the brief phrase gave no idea of the actual scene which lay behind this phrase. Pegu was once the capital city of the Talaing kingdom and was for centuries a place of great strength and magnificence. Much of the old walls still remain, and numerous tapering pagodas and giant figures of the Buddha still bear silent witness to this period of former greatness. The remains of the palaces of former kings may still be traced near the east wall. To the west is the ancient Hall of Ordination; and just beyond it is the now built-in colossal reclining figure of Gautama which is reputed to date from A.D. 994. In the second week of March of this year Pegu once again became the scene of intense fighting, the British forces having to make their way through the cordon which the Japanese were endeavouring to place round the entire town area. To reach either the Rangoon or Mandalay roads it was necessary to fight through Pegu and its outskirts. When the melee of the first fighting was over, one British force was discovered in position on the Mandalay Road some miles to the north of Pegu, whilst another, making its way southwards, eventually found the road to Prome

**A gigantic Buddha and Burmese monastery within the area of battle—typical of scores of such in Burma**




**ONCE THE CAPITAL CITY OF BURMA—MANDALAY: The historic Fort Dufferin, with its moat and pagoda towers. This view shows the Royal Palace and Government Buildings in the central portion, now used as a British cantonment. The sides of the Palace Square are 1¼ miles in length.** ***On the left*—Mandalay from the Hill, showing its hundreds of pagodas**

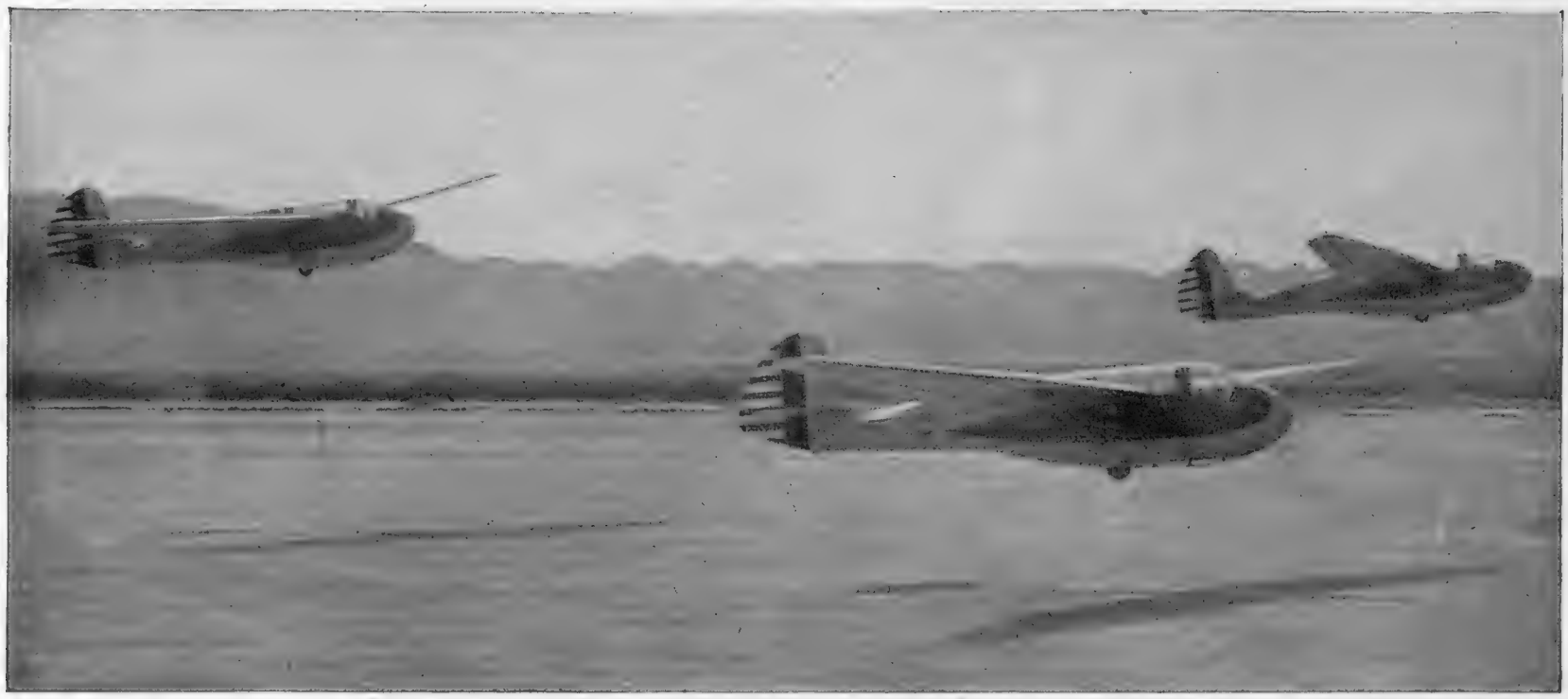
## MANDALAY—

MANDALAY has just experienced the first touch of war after a period of over half a century of peace under the British Raj. Under her own independent monarchs, Burma was constantly at war with her neighbours, Siam, China and India, but after her conquest by the British in 1887, the land enjoyed peace and increasing prosperity.

All Eastern cities are apt to appear to the European visitor as long established, with a history running far back into the centuries; but Mandalay, though showing many signs of decay, is actually of recent date. It was built in 1857 to satisfy the whim of the newly crowned monarch, Mindou Miu.

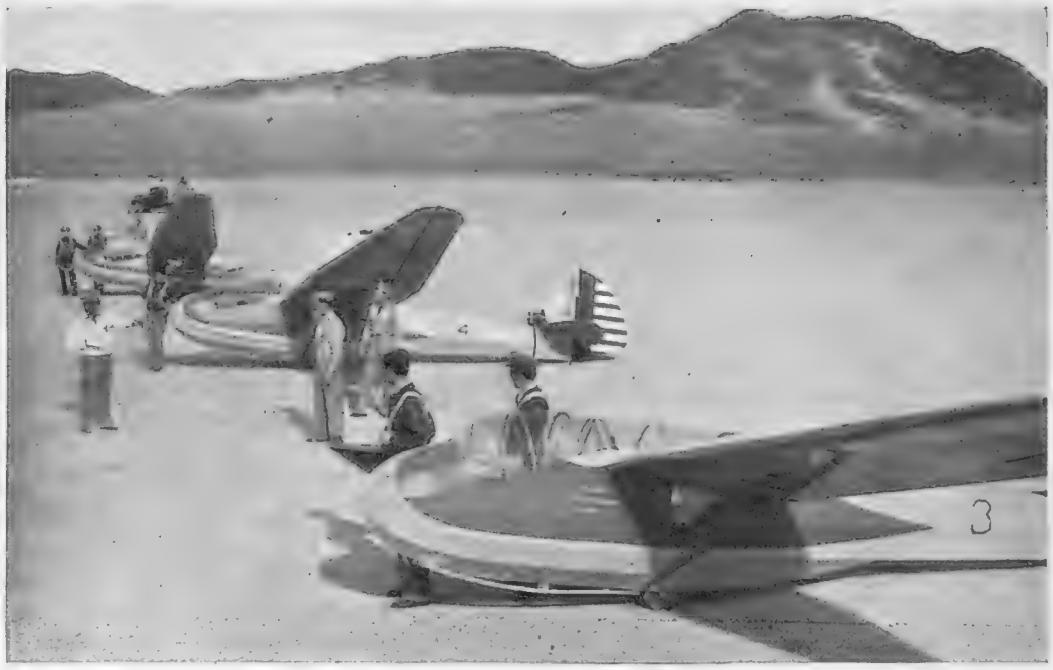
The Palace was built four-square, surrounded by brick walls, and a moat whose clear water was strangely different to the grim moats of the medieval castles of Western Europe. Within the walls was a conglomeration of buildings housing the royal family and all its requirements.

After King Thebaw, the last of the reigning monarchs of Burma, had brought about the downfall of his kingdom by his cruelty and weakness, the seat of government was removed to Rangoon, which grew rapidly in wealth and importance, while Mandalay lost its proud position as the royal capital. But though fallen from its high estate, it did not decline as rapidly as other cities in Burma. The Palace, renamed Fort Dufferin, was occupied by a British garrison and teemed with busy life. The Queen's Palace became an English clubhouse, where all the English residents in the city, the officers and their wives, gathered every afternoon.



AT THE FIRST GLIDING SCHOOL TO BE ESTABLISHED IN THE UNITED STATES: A string of three gliders being towed by a fast motor-car during a practice flight at the new American Army Training School near Twenty-Nine Palms, in California

THE "BISCUIT GUN," by means of which coloured-light signals are given to the driver of the towing car during practice flights



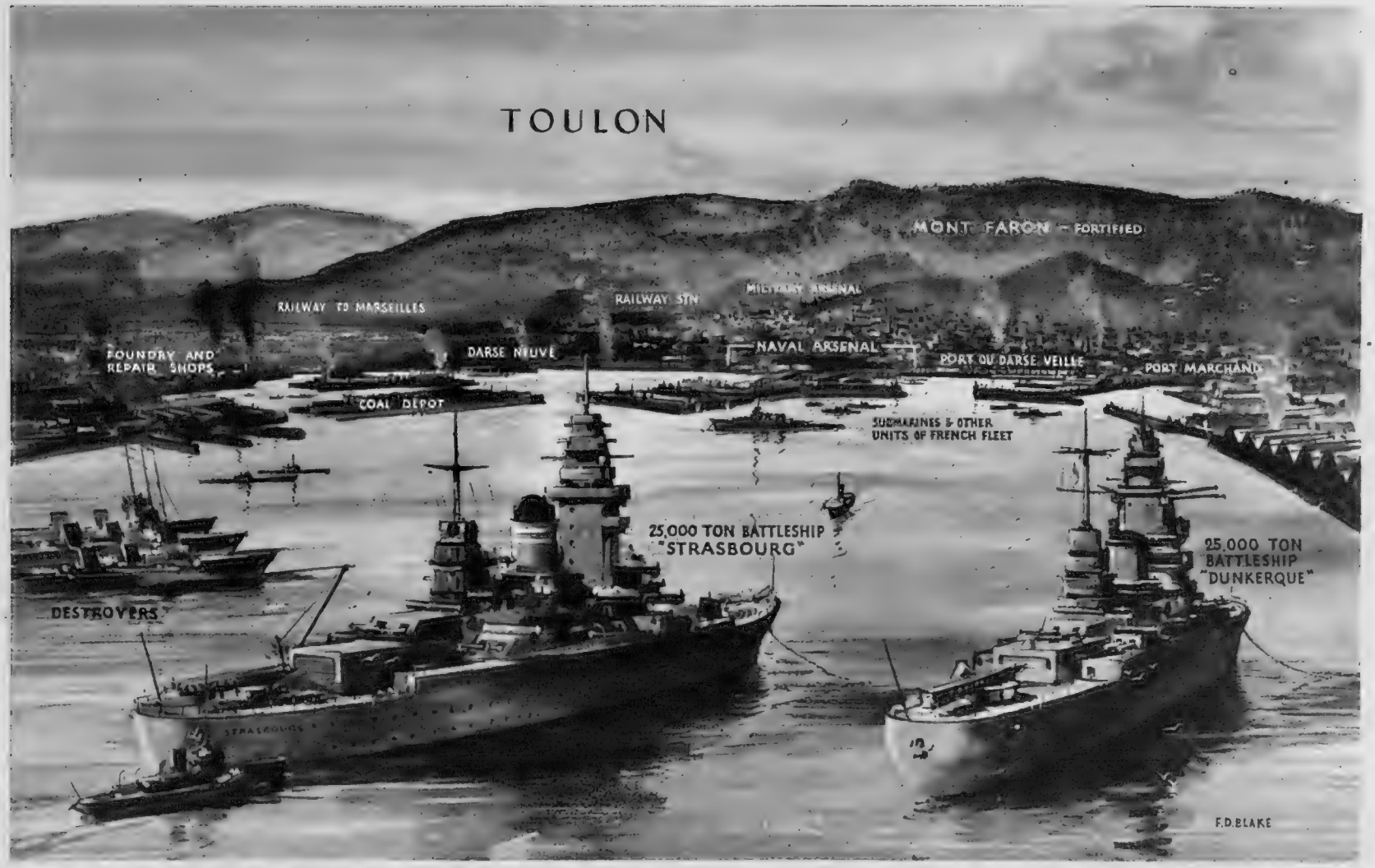
PILOTS AND THEIR GLIDERS: Note the enclosed cockpits, wing bracing and partially-concealed landing-wheels

PILOT AND PASSENGER: The training gliders carry two men: the pilot sits well forward of the high wing and is enclosed beneath a celluloid cockpit cover; the passenger, likewise enclosed, sits aft of the wing. The gliders are towed by car

# THE U.S. ARMY ADOPTS GLIDERS

*Training Pilots in the New Art in California*

Since the outbreak of war, gliding has been greatly developed by the Germans, who have employed this arm with great success in many of their campaigns. The United States has now decided to train Army personnel in this method: at picturesquely-named Twenty-Nine Palms, in California, they have inaugurated an Army Aviation School, the first of its kind, to which a number of selected cadets have been assigned for instruction. The gliders used are not towed by aircraft: a fast car on the ground pulls them until they become air-borne. The method of control, of course, is the same as if the gliders were being towed by an actual aircraft. It may be pointed out here that, in the United States, the Air Arm comes under the control of the Army or the Navy. There is no separate Air Force as in this country




**WHERE THE FRENCH FLEET IS NOW CONGREGATED: A view of the Vichy naval base of Toulon, showing (in the foreground) the two battleships "Strasbourg" and "Dunkerque," and (behind) the dispositions on the land of the Naval Arsenal, the foundries and repair shops and the Military Arsenal**—*Drawing by F. D. Blake*

# THE RIDDLE OF THE VICHY NAVY

## *Recent Movements by Darlan which appear to Foreshadow Action*

By PATRICK HAMILTON

WHILE Hitler was able to make short work of the French Army and Air Force, Vichy's Navy still survives virtually intact in the sense that most of the pre-war fleet is still afloat and in French ports. This accounts for its present position as the most prominent pawn in the dubious game between Darlan and Hitler. Few people realise how light French naval losses have been. Up to

**THE BATTLESHIP "STRASBOURG," of 26,500 tons, completed at Penhoet in December 1938**

Dunkirk, one cruiser mine-layer and two destroyers represented virtually the entire war losses. At Dunkirk itself, where the French sailors acted with gallantry worthy of the highest praise, seven destroyers and several minor vessels were sunk while covering the withdrawal of the British Forces.

The unhappy, but necessary, action at Oran on July 3, 1940, certainly sank two battleships, the *Bretagne* and *Provence*, but they were obsolete ships, twenty-seven years old. One destroyer of the Mogador class was the only other certain loss on this occasion. The *Dunkerque* was not actually sunk, but this fine, five-year-old battleship (modelled on our Nelson class) was so badly battered both by guns and bombs that she had to be beached. It was recently learnt, however, that she had been patched up sufficiently to enable her to be towed into Toulon Harbour, where she was recently inspected by Admiral Darlan and Marshal Pétain. This seems to imply that it will not be long before she is again in commission. Her sister-ship, the *Strasbourg*, was torpedoed by the Fleet Air Arm, but reached Toulon in safety, and enough time has certainly elapsed for her to be made seaworthy if both Vichy and Berlin were willing. The Dakar actions cost Vichy two destroyers and several submarines, but no capital ship.

Assuming that no actual building but possibly some repair work has been done, Vichy is now in possession of two good new battleships, the *Strasbourg* and the *Dunkerque*, last reported at Toulon, about forty good cruisers, two aircraft-carriers (one of these, the *Bearn*, is at Martinique, under American surveillance), about twenty destroyers and fifty or sixty submarines. These are distributed mainly in Mediterranean waters, with the greatest concentration at Toulon. Vichy still has naval bases in areas which are of great importance to the Allies, and it is highly probable that Darlan has effected a certain surreptitious redistribution of naval units. Brest, though within the German occupied area, is the finest French base, and liberty to use it will be essential if Vichy is planning any real naval action.

There are a host of minor bases on the African side of the Mediterranean; besides Oran, there are Bona, Bizerta and Algiers, each reputedly holding one or two cruisers and destroyers. But unquestionably more important in the current situation are Dakar and Madagascar. Reports state that Dakar is serving as a permanent base for cruisers of the Tourville class, as well as the *Georges Leygues*, *Gloire* and *Montcalm*, good, modern 6-8-gun ships; a group of destroyers, and several submarines.

Madagascar is also reported to have received, or to be receiving, Vichy naval reinforcements, including, it is said, the *Jeanne d'Arc* (a 6-in.-gun cruiser) and the *Primauquet*, a broadly similar ship. Several similar submarines are said to have been ordered there. If these reports are true, they open a wider field for speculation than any previous Vichy action. That Darlan and Hitler find it hard to agree about sending much of the Vichy fleet to sea is obvious from the fact that it has been so long delayed. Could an all-French crew be trusted to take aggressive action against Britain? In view of the years of close co-operation with our Navy, can Darlan find, say, 5,000 French sailors who could be trusted to fight against Britain?

The Free French Fleet, which General De Gaulle has said consists of forty warships, is understood to be composed principally of submarines and destroyers. (The two old battleships *Paris* and *Courbet* are in English waters.)

At Alexandria, however, we could call on at least five very useful vessels if Vichy turns to open hostility. The largest of the ships laid up there is the old, but modernised, battleship *Lorraine*. She mounts eight 13-in. guns, and could still give a fair account of herself against an enemy of similar weight. Most valuable would be four fast modern cruisers: the *Suffren*, a fine 10,000-ton cruiser, capable of 30 knots, and mounting eight 8-in. guns; the two sister-ships *Duquesne* and *Tourville*, also 10,000-tonners, and mounting similar armament, but capable of 33 knots. Lastly, there is the *Duguay Trouin*, a smaller, 8,000-ton edition of the above, mounting eight 6-in. guns. The number of smaller French vessels at Alexandria—destroyers, submarines, etc.—has never been disclosed, but there probably are some which could be roped in. There would thus be some compensating factors, if Vichy takes the plunge into open hostilities.

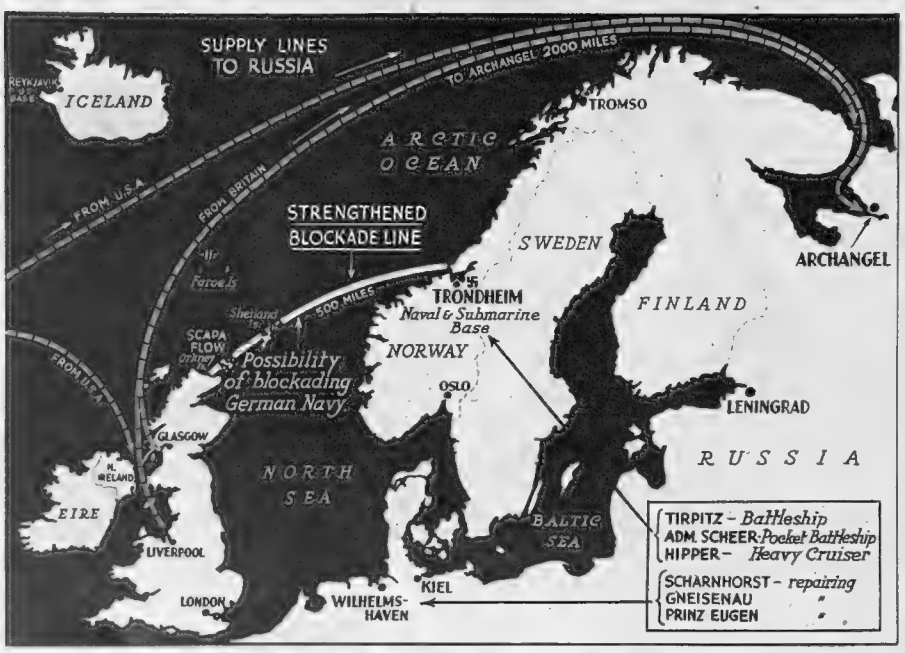
**THE BATTLESHIP "DUNKERQUE," also of 26,500 tons, completed at Brest in April 1937. This ship was badly damaged at Oran**

# THE ATTACK ON THE "TIRPITZ"

## The Newest German Battleship was Located off the Norwegian Coast, and Attacked by British Torpedo-Bombers

*—The Story in full, from Official Admiralty Reports*

IN February last, it was reported that the big battleship *Tirpitz* (35,000 tons, with 15-in. guns) had been observed heading from Germany for Trondheim, in company with the pocket-battleship *Admiral Scheer* (10,000 tons, with 11-in. guns) and the heavy cruiser *Admiral Hipper* (10,000 tons, with 8-in. guns). It was assumed, therefore, that this naval concentration by the enemy in Norwegian waters had as one of its objects the cutting of the life-line to Russia.




**HOW TRONDHEIM IS BEING USED BY THE GERMAN NAVY—AND WHY: Three enemy capital ships are now known to be in the Fiord; and their object is probably an impending attack on the supply route to Russia**

The heavy forces of the German Navy now seem to be split into two portions: in Germany itself are the damaged battleships *Scharnhorst* and *Gneisenau* and the cruiser *Prinz Eugen*; in Norway are the *Tirpitz*, *Admiral Scheer* and *Hipper*. A reference to the map above will show how feasible is the idea of "blockading" Germany by drawing a 500-mile line from Scapa Flow to Norway, and confining the enemy within the area to the south: the only way in which this "blockade" could be circumvented would be for the enemy to establish a naval base outside the affected area. Trondheim fills this role admirably—and, from the German point of view, has the added attraction that the supply route to Russia could be raided from this base. Trondheim Fiord is a great natural harbour—one of the world's finest. Protected by mountain ranges, it goes deep inland: of late it has been fitted out with fuelling facilities (for the supply of long-range U-boats), and other installations have been made. The map above, and the drawing of the Fiord itself below, show the possibilities of which the Germans are now availing themselves

*Below*—**TRONDHEIM FIORD IS AN IDEAL SPOT FOR A NAVAL BASE: It is, in fact, one of the world's finest natural harbours. It is also the chief submarine base in Northern waters for long-distance U-boats**—*Drawing by E. G. Lambert*

THE GERMAN BATTLESHIP "TIRPITZ" UNDER ATTACK BY TORPEDO-BOMBERS OF THE FLEET AIR ARM off the Norwegian coast on Monday, March 9. The enemy vessel was protected by a screen of smaller vessels, but she was forced to return towards her base at Trondheim—*Drawing by Montague Dawson*

On March 4, the Admiralty issued a communique in the following terms: "As a result of reconnaissance it became known that the German battleship *Tirpitz* had left Trondheim and was proceeding in a northerly direction up the coast of Norway. On the morning of Monday, March 9, the *Tirpitz* was located and attacked with torpedoes by naval aircraft.

"It was not possible to observe in detail the result of this attack, but the *Tirpitz* was last seen retiring under cover of a heavy smoke-screen towards the Norwegian coast. Our surface forces did not succeed in making contact with the enemy, but any attempt to attack our convoy was frustrated.

"Two of our aircraft did not return from the attack on the *Tirpitz*."

Further details were later given which indicated that when the German battleship was attacked by torpedo-bombers of the Fleet Air Arm she was, it is believed, within cover of German fighter protection. It is also revealed that the attack took place near Narvik.

The attacks of our torpedo-bombers were pressed home under difficult conditions, but the *Tirpitz*, manœuvring under a heavy smoke-screen, appears to have escaped damage. Earlier she had been located by aerial reconnaissance in a fiord near Trondheim. Her present whereabouts are not known.

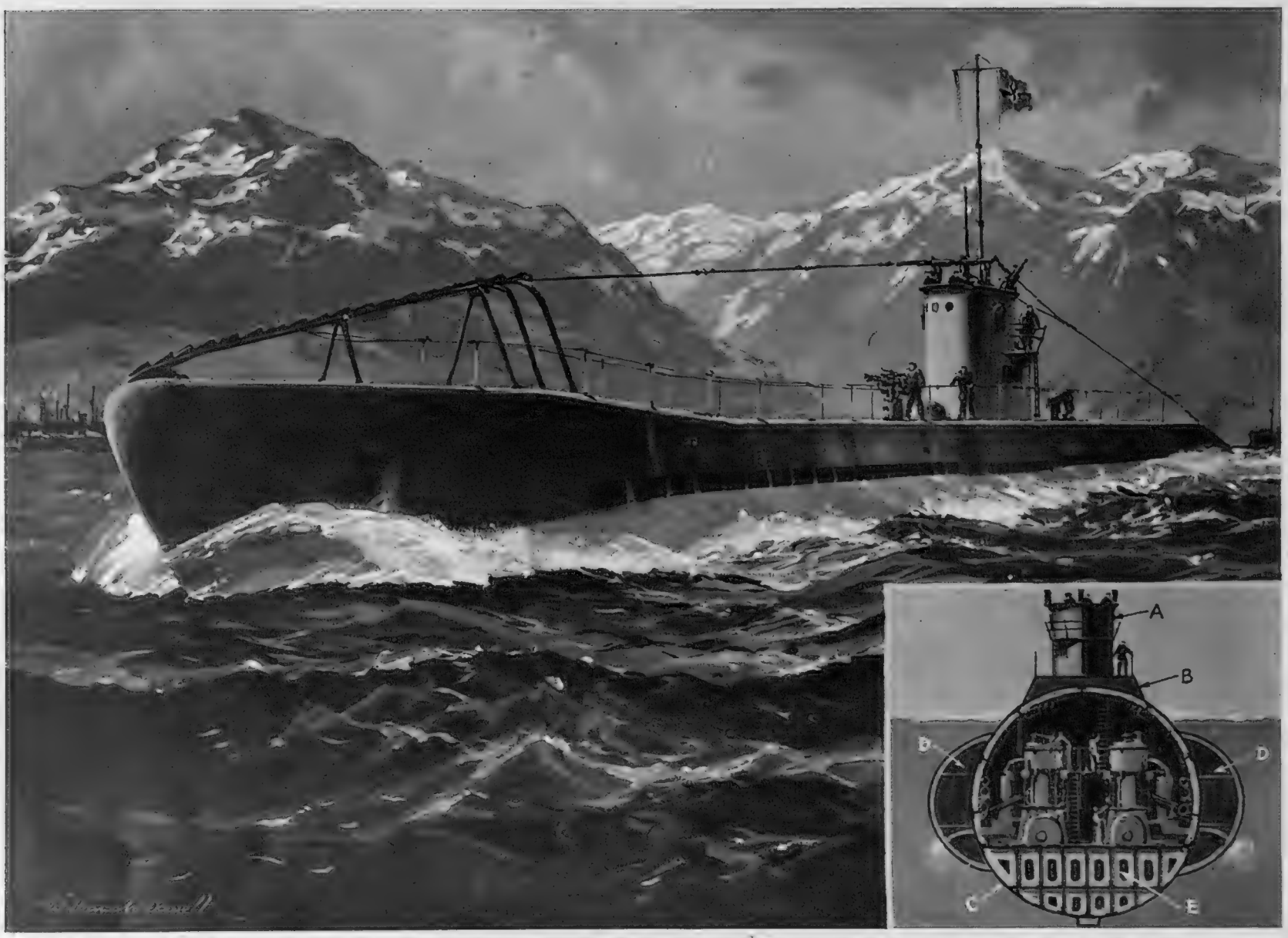
The Home Fleet, which dealt with the *Bismarck*, sister-ship of the *Tirpitz*, last year, had on this occasion to guard against two possibilities—a break out into the Atlantic, or an attack on our convoy route to North Russia. When reconnaissance indicated a movement by the *Tirpitz*, dispositions were made to guard against both possibilities. This was not easy, because of the area to be covered. The *Tirpitz* escaped interception by our surface forces by laying a smoke-screen.

WEATHER CONDITIONS IN HIGH NORTHERN LATITUDES IN WINTER: A picture from the Iceland coast which graphically illustrates the difficulties under which both the American and the British Navy have frequently to operate

*On right*—The picture reproduced here was taken during a 100-mile-per-hour gale off the rock-bound coast of Iceland. The vessel is a United States supply ship—part of the Navy Patrol in those waters. She is dragging her anchor in the mountainous seas whipped up by the ferocious gales which sweep these rocky shores

# TRONDHEIM AS A SUBMARINE BASE

From which the long-range U-boats are operating in the Atlantic




**A LARGE NAZI SUBMARINE OF THE OCEAN-GOING TYPE—one of the vessels which are now probably using Trondheim as a base for the Battle of the Atlantic**—*Drawing by Wm. McDowell*

The great majority of the German submarines before the war were vessels of under 750 tons; some of them were fitted out as mine-layers as well as torpedo vessels, but most were incapable of the long voyages which many of the U-boats are now known to be undertaking. But there was also one class (of which a certain number had been completed before the war) of 1,060 tons displacement. These vessels were 275 ft. in length; they were equipped with a gun of 4·1 inch, and two one-pounder anti-aircraft guns, in addition to two 21-in. torpedo-tubes; their speed is just over 18½ knots. It is probable that, to-day, the Germans have even bigger submarines, capable of carrying an enormous quantity of fuel for long-distance voyages to the Atlantic coast of the United States. The drawing above shows one of these 1,060-ton submarines: the smaller sectional drawing shows the probable internal arrangement: **A**—the conning-tower; **B**—superstructure; **C**—pressure hull; **D**—ballast tanks; **E**—extra-large fuel tanks

*On right*—This drawing is not a fanciful creation of the artist's brain: it has been drawn up from actual photographic material. The U-boat is the one vessel in the whole German Navy which has paid large dividends in the Battle of the Atlantic; therefore, during its return to its base along the German or German-occupied coast, for refitting and refuelling, the submarine has to be protected from attack by Allied aircraft. Dr. Todt, builder of the Siegfried Line and engineering genius of the Nazis, before his death designed this bomb-proof shelter. It takes the form of a strong steel and concrete roof, "guaranteed to give protection against bombs, not only to submersibles, but also to all other units taking part in the blockade war." (Thus the German description.) It may be recalled that, during the last war, submarine shelters of this type were constructed by the enemy at Zeebrugge, from which base their U-boats principally operated: these were built of solid concrete on wooden piles. Needless to say, they were well camouflaged on top. The drawing on the right shows the constructional details involved in these bomb-proof shelters

**A BOMB-PROOF SHELTER FOR GERMAN SUBMARINES in which these precious vessels are protected from attack during refitting and refuelling in the enemy's bases along the German Atlantic coast**—*Drawing by F. D. Blake*

# THE BLACK MARKET IN FOOD

*The Role of the Ministry in the Distribution of Foodstuffs; How the Racketeers Secure their Supplies and Still Operate Within the Law; and the Various Methods of Proceeding Against what has Become a Public Scandal*

THE new measures against operators in the Black Market have long been demanded by public opinion, and everyone except the racketeers concerned will be delighted at the increase of the maximum of the penalties to fourteen years' penal servitude. (Unofficially, the Ministry of Food would like flogging to be added to the terms of imprisonment.)

But what is the Black Market? The answer is that it is the attempts to distribute foods in short supply through abnormal or unauthorised channels, with the object of securing a profit out of all proportion to the services rendered. To exploit scarcity is always profitable. For in every community there are unscrupulous people ready to defy regulations by paying more or by obtaining more than their fair share. The most lucrative clients for the Black Market are the conscienceless private individual, the trader anxious to build up stocks unfairly and, above all, the hotels and restaurants.

## A STUDY IN CONTRASTS

**1918:** A long queue of hopeful buyers waiting outside an empty butcher's shop at the end of the last war

**1918:** Signs like this were common at that period. So far they have not appeared in the present war

The price orders of the Ministry of Food cannot lay down prices for food sold as a meal or part of a meal, because the cost of the overhead and the various amenities provided—from dance band to finger-bowls—cannot be assessed. I remember years ago the publicity director of a famous London hotel assuring me that if 4s. 6d. was not charged for that now almost mythical edible grape-fruit, it would be impossible to have a dance orchestra. As for the cost of a cup of coffee at this same caravanserai, it was necessary to charge 1s. 6d. in order to pay for the cabaret—or words to that effect. The fact remains that as restaurants and hotels can charge what they like, they can afford to pay what they like. So naturally a large proportion of unrationed foods which are scarce are diverted to certain hotels and restaurants out of all proportion to their fair share of it.

Fortunately, the amount of food eaten in hotels and restaurants is a very small fraction of the country's total consumption. But the fact that they are often the only places where particularly scarce foods can be found arouses anger and resentment among people who cannot afford to frequent them, and among traders who feel that they are being deprived of their supplies. At the same time, the general public can scarcely be acquitted of all blame. The normally-honest person who, before the control scheme, toured the country in his motor-car at the week-end to pick up his eggs from small farms at more than the legal price, or who still has poultry sent up from the country at any price the poultry-keeper is prepared to ask, is on the Black Market himself, however indignant he may be about the racketeers who are doing on a big scale what he has done himself in a small way.

*An Enquiry by*
CHARLES GRAVES

Most of the men operating on the Black Market did not deal in food supplies until the scarcity of particular lines and the chance of quick profits attracted them. Few of them have business addresses, and they carry out their transactions in certain West End hotels, evidence of which came to light in a recent prosecution.

But how does the Black Market secure its supplies? The answer is:

(1) *Legal trading.*—Before the distribution or price of a particular food is controlled, no dealings in it, however harmful to the national interest, are breaches of the law. In 1939 and 1940 speculators were able to operate without interference.

(2) *Auction sales.*—Since the outbreak of war many foods were still being sold by auction as in peacetime. This practice became rarer as commodities were individually subjected to control by allocations. But as long as public auctions continued, it was possible for anyone to bid for supplies. (Many of you must be astounded at the prices now being paid for wines and spirits at public auctions.) Evidence also exists that foods at one time in the possession of the Ministry reached the Black Market through auction sales—goods salvaged after a "blitz," or seized enemy cargoes sold on behalf of the Admiralty Marshal.

(3) *Theft.*—From time to time thefts take place at docks or warehouses, and numbers of food lorries have been stolen when left unattended by their drivers. This suggests that the Black Market may be organised in gangs—or at least that some of its operators are associated with thieves.

(4) *Fraud or bribery of officials.*—Evidence of offences of this type have come to light in recent proceedings. Besides the newcomers, certain traders who were in the food business before the war have engaged in Black Market transactions, but on the whole the reputable traders realise that the Black Market is their greatest enemy, and co-operate with the Ministry of Food in trying to stamp out these activities.

From Lord Woolton's point of view, the Black Market activities fall into four general groups. The first is technically legal. There is no law against certain foods passing from hand to hand without control of either price or distribution. Their number has decreased. But in the past canned fruits, pepper and saccharine have made small fortunes for speculators.

The second group is to be found where loopholes exist in the Ministry's regulations. Thus, the first Poultry Control Order did not apply a maximum price to the sale of live poultry for breeding purposes—provided that the buyer gave a written declaration that they were bought for laying eggs and not for eating. This became farcical when thousands of these written declarations were produced at auction sales and thus enabled the auctioneer to evade all responsibility. Take the case of horse-flesh. At first prices were fixed only for horse-flesh sold for the feeding of animals. Whereupon venders of cats' meat and dogs' meat promptly transformed their premises overnight into shops selling horse-flesh for human consumption, so that they could part with it at an uncontrolled price. New regulations are said to have this all under control now.

The third group of offence involves definite breaches of the Ministry's wartime regulations for the controlled prices and channels of distribution. Many of the successful Black Market prosecutions have been for breaches of the maximum price orders—as witness the canned-fruits prosecutions last autumn, and the conviction of certain well-known hotels in London for selling eggs above the prescribed prices. Illicit slaughtering also comes inside this category.

The fourth group is a straightforward breach of the ordinary criminal law, and involves theft, fraud or bribery of Government officials, as shown by the recent prosecutions at Winchester Assizes and Liverpool Assizes.

Here are some notes I have secured about Black Market operations affecting particular foods or groups of foods. Apart from the dealings in eggs to which I have already referred, it seems to me that there is considerable latitude for Black Market activities in dealing with poultry-keepers who have fewer than fifty birds. For the latter are allowed to sell where they like except to manufacturers or caterers. I hear that there are nearly 1,000,000 semi-amateur poultry-keepers of this type, and they must produce at least 10,000,000,000 eggs a year. There must also be some suspicion resting on the poultry-keepers with more than fifty hens, as prosecutions have shown recently. The control of poultry at the moment is much the same as that of eggs before the egg-control scheme, and it is clear that a large number of sales take place above the controlled price. The law-breakers are usually the big caterers. The distribution of fish still gives scope for malpractices. There is no control of distribution apart from the ports.

**1942:** No queues, and plenty of meat at the butcher's. This picture was taken during the month of February 1942

The only chance for illicit dealing in meat is provided by theft or unauthorised slaughtering. The number of prosecutions for the latter has risen as high as seventy a month, and mostly concern the unlicensed slaughter of pigs reared by back-yard keepers.

There are several ways of stopping the Black Market—maximum price orders, rationing and other distribution schemes, licensing of traders, the extension of the Ministry's enforcement staff and, at long last, the imposition of heavier penalties. Since the outbreak of war the Ministry of Food has undertaken over 40,000 prosecutions, in which 93 per cent. have been successful. But only a small number of all those prosecutions have been for what can popularly be described as Black Market offences. The majority have been brought against farmers, retailers, and caterers and members of the public for infringement of the many wartime regulations. In many cases the offence was undoubtedly due to carelessness on the part of inexperienced shop-assistants, or to genuine ignorance of the regulations. Anyway, this is the official view, and ignorance is certainly the stock defence in prosecutions of this type, a defence heard with sympathy by the normal bench of magistrates.

Minor prosecutions against wholesale traders are much less frequent because they are difficult to detect, and retailers are reluctant to provide the evidence.

All this will suggest that the operations of the Black Market are a dangerously important factor in the distribution of food in the United Kingdom, but I am assured that this is not so. The publicity which these offenders attract is out of proportion to the volume of food which they handle, and apart from eggs and poultry, in which the public itself has dabbled illegally, goods sold on the Black Market are said to represent only a trivial percentage of the total volume of food distributed in this country

*Postscript.*—The reason why foods, when controlled suddenly disappear from the market is not necessarily that they are held up for illegal sales at a higher price. It is because they come within the purchasing range of more people, and therefore are bought nearer the source of their origin before the rest of us have a chance. I never understood this before.

# REPAIRING PLANES IN THE DESERT

The job of the Repair and Salvage Units of the R.A.F. in the Middle East is to locate crashed aircraft in the wastes of the Western Desert and to bring them back to the base, where, in a short time, the least twisted wrecks are transformed back into fighting machines. The task is a hard one: skilled officers and airmen who are engaged on this important duty are as busy as the workers in the factories of Great Britain. The wrecks are methodically dismantled, the hundreds of component parts carefully examined, then repaired or replaced, and the whole aircraft rebuilt.

The toughest task falls to the personnel of the picturesque convoys which set out into the wilderness for perhaps more than 100 miles over desolate and featureless terrain to locate a reported crash, often with nothing more than a compass bearing to help them. There are no water points, no food and supply centres and no refuelling facilities. The convoy goes out self-contained: in soft sand the huge trucks sink to their axles and may have to be dug out. Sometimes they have to jolt their way for miles over rocky outcrops which play havoc with springs and tyres. But worst of all are the vagaries of the weather!

When a crash is reported, an engineer officer sets off: on arrival he has to decide whether or not the wreck can be repaired on the spot. At a forward post, the more serious crashes are gathered together, and a huge convoy is made up. Usually, a dozen or so aircraft are transported at once. The "aircraft carriers" are tough-looking vehicles 60 ft. in length. There are always several in each convoy, which is completed by a number of other trucks and lorries.

**PERSONNEL OF A SALVAGE CONVOY** stretching their legs and refreshing themselves many miles out in the Libyan Desert

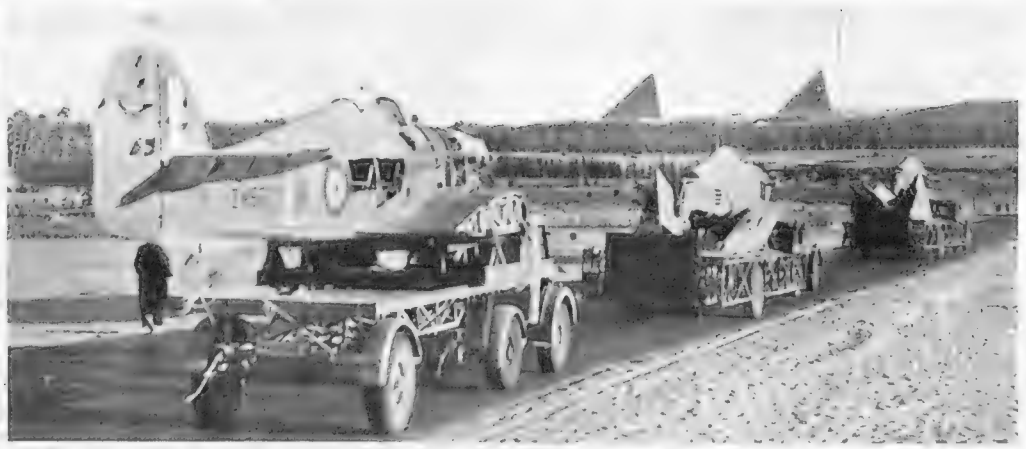
**THE CRASH INSPECTOR OF THE REPAIR AND SALVAGE UNIT**, having located a derelict Hurricane, decides if it is possible to salvage it

**A "COLES" CRANE HAULING A DAMAGED AEROPLANE ON TO A "QUEEN MARY" TENDER** for transfer

**DURING WORK IN THE DESERT TENTS ARE PITCHED BY THE MECHANICS BETWEEN THE VEHICLES** of the Convoy, to secure as much protection as possible from the keen winds and driving sands

**A SALVAGE UNIT MOVING ACROSS THE DESERT:** Wear and tear on tyres and chassis are severe

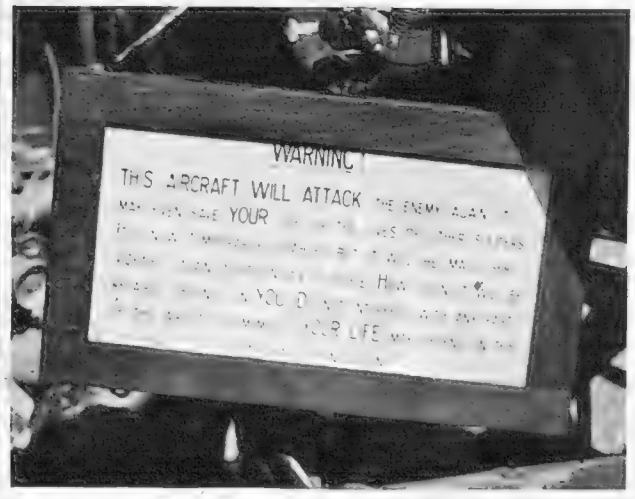
THREE DESERT CONVOY DRIVERS, whose comradeship was cemented by many thousands of miles of rough travel, reporting to their C.O.: "Towny" (on left) comes from London; "Jock" from Scotland; and "Taffy" from Wales



APPROACHING THE FAMOUS GIZEH PYRAMIDS, SOME TEN MILES OUTSIDE CAIRO: Each tender carries one aircraft, and in some cases they may have traversed miles of desert before reaching the base. The centre section is the most important item, of course, but where the wings, too, are capable of repair these are brought back after having been removed from the plane

INSIDE ONE OF THE REPAIR WORKSHOPS, showing R.A.F. mechanics and tradesmen working on repairs and replacements

REPAIRED AIRCRAFT RECEIVING THE FINAL TOUCHES of spraying and camouflaging as a test pilot gives his O.K. After between fourteen and twenty days the fighter planes are again ready for service




WHEN AN AIRCRAFT IS FOUND WORTH SALVAGING a notice is hung upon it, as a warning to would-be souvenir hunters

The World of Books—By Vernon Fane

# AUTHORS IN A MODERN MOOD

*Somerset Maugham's Wartime Personalia; Evelyn Waugh's Rollicking but Pointed Satire; Paul Capon's Promising Start; Neil Bell's Dramatic Polish*

APPARENTLY Mr. Somerset Maugham had some doubts about publishing his new book, STRICTLY PERSONAL (Heinemann. 8s. 6d.), in England. "It was written for American readers," he says, "because I had certain things to say that I had a notion it would be useful for them to know." He says that he allowed himself to be persuaded to let it appear over here. Whosoever did the persuading deserves the thanks of that large circle of readers who, Mr. Maugham notes with some surprise, are anxious to read every word he writes.

Just as in a self-portrait an artist tends to reveal more of his technique than of himself, so Mr. Maugham, upon personal matters, creates the illusion of impersonal detachment.

The book covers the whole of the time since the outbreak of the war. A little while, and yet how long it is since those days when a fully-mobilised France was being perplexed and bewildered by what appeared to be our slowness off the mark; when our troops were causing irritation by their light-hearted attitude; when Parisians were reported to be exasperated by a Guards battalion marching down the Champs-Élysées to the tune of "The Lambeth Walk," and when Frenchmen were beginning to swallow the Goebbels lie that Britain was prepared to fight to the last Frenchman.

Those were the days in which Mr. Maugham went out and about in his beloved France and did all he could to get us to understand what was going on. He does not blink the fact that the fall of France was a staggering surprise to him, and it is at this point that the book takes the strictly personal line about which he is so diffident.

The description of his escape from the South of France in a coal-carrying tramp is a masterpiece of what I have called impersonal detachment. It was a terrible experience, and one which might have shaken many a younger man than himself, yet in his austere description there is no straining after conscious understatement, but a quiet, courageous and factual account of what happened.

Back in England, it was suggested to him that he might do a series of articles on conditions in Britain. He did some of them, but they were not easy. The Churchillian renaissance had only just set in, but Mr. Maugham is seldom able to note anything which inspires him in that period of blood and tears and toil and sweat.

There are one or two amusing interludes, as, for instance, when he met Mrs. Chamberlain. "She was very gracious to me. She gave me to understand that with industry and application I might go far as a writer."

During the worst of the "blitz" he stayed in London, until it became apparent that his usefulness as an interpreter of Britain at War was coming to an end, and that he could turn his talents to better effect in America. So he set sail for the U.S.A., there to find himself embroiled not only in the strange conflict between the Isolationists and the Interventionists, but with certain official and unofficial propagandists of our own.

When Mr. Maugham is roused, he can impale that which he dislikes more incisively and effectively than most writers. On the whole, however, tolerance and wisdom, truthfulness and shrewdness are the qualities to be found in this not strictly personal record.

**JUST AS A MATTER OF RECORD: This is Ezra Pound,** American poet and one-time "intellectual," who is the Rome equivalent of Lord Haw-Haw. His admiration for the Italian Fascists has long been notorious

In PUT OUT MORE FLAGS (Chapman and Hall. 8s.), Mr. Evelyn Waugh reintroduces us to a set of characters with which he lightened our hearts in pre-war days. It is high time we had a good laugh about something. Or, shall I say, it is time that laughter was of a kind not circumscribed by the jokes of radio comedians. So I, for one, see no reason why Mr. Evelyn Waugh should apologise, in a dedicatory letter to Major Randolph Churchill, by saying: "These characters are no longer contemporary in sympathy; they were forgotten even before the war; but they lived on delightfully in holes and corners and, like everyone else, they have been disturbed in their habits by the rough intrusion of current history."

So it is that, to the sound of the first siren of the first air raid, we are reintroduced to Basil Seal, and it is with pleasure that we pursue the adventures of this amoral and immoral scamp through the period of the Great Bore War to the moment when he decides to give up chasing silly girls and embarrassing his friends and relations, and to go killing Germans instead.

That in the process he manages to turn the functions of a billeting officer into a profitable racket, to induce near-apoplexy in the Commanding Officer of a Guards Regiment, to betray and cause the hurried flight from the country of one of his oldest friends, to secure the arrest of an inoffensive publisher, and generally to make hay in the Ministry of Information and in the War Office is sheer, farcical delight. One or two old friends, like Alistair Digby-Vane-Trumpington, Peter Pastmaster and Angela Lyne, react to the war in character, while others, like Poppet Green, a surrealist artist with proletarian pretensions, and Ambrose Silk, a purple-decade intellectual, provide extra entertainment. Then, too, there are the off-stage characters, the two inseparable modern poets, Parsnip and Pimpernel, who quickly took the decision to fight the war in the U.S.A. In the controversy which rages over these two, Mr. Waugh produces some hilarious comment, but at the same time pointed satire.

It is, of course, an idiotic story, which froths and sparkles and bubbles its way with witty observation and epigram. "*Ars longa*," thought Ambrose, "a short life and a grey one." These people may be a race of ghosts, as the author says, survivals from a world which he knew ten years ago, but they serve nevertheless to point the bright weapon of his wit and observation, which even in this light-hearted yarn he uses with devastating effect upon men and matters which need attention to-day.

**THE NEW "DEBRETT" FOR 1942 HAS ARRIVED:** Of all the works of reference which are indispensable to the man of affairs, *Debrett* holds a very high place. The 1942 edition of the "Peerage, Baronetage, Knightage, and Companionage" consists of over 3,000 pages, and is priced at 105s. net. It has been fully revised from cover to cover—a stupendous task, but one which makes the acquisition of the new edition an essential. Special features include a War Honours Supplement containing the biographies of V.C.s and D.S.O.s and a Roll of Honour of those who have been killed or died on active service. It is interesting to note that, despite the very greatly increased costs of production in the publishing world, the price of 105s. remains at its pre-war figure

In times when it is reputed to be difficult for a new writer to get his work published, it is gratifying to be able to call attention to a first novel, BATTERED CARAVANSERAI (Heinemann. 8s. 6d.), by Paul Capon.

Briefly, the story concerns a group of very young people who found the world set fair in 1928. Independent, able to slide easily into careers suited to their small talents at that time, they were all doing quite well until the crash came. Then came a period of hardship and real struggle, in which they battled for existence in a bewildered world, moving inexorably to war. Then came the war itself, a time, perhaps, of opportunity, but a time also of stress, of courage and of heroism.

There is nothing extraordinary or outstanding about any of the characters. They are just ordinary young people battling away with their loves and their lives in a troubled world. Yet their story is one of deep observation, and it is told with plenty of wit and humour, uncomplainingly and with tolerance.

THE TOWER OF DARKNESS (Collins. 8s. 6d.), by Neil Bell, is a powerful novel by a practised writer. He tells the story through an exchange of letters between James Langdon and Mortimer Oldcastle. When the story opens, Langdon is but a youth seeking guidance on life and literature from an older man, who is interested enough to provide what he can out of the sum of his experience.

In the course of the correspondence, the years go by, and Langdon, under the influence of his mentor, drifts gradually into the bookselling business, and does quite well for himself. He falls in love, is married, has two children and lives quite happily. Through these years, too, a friend of his youth becomes almost one of the family, a candid, steadfast and altogether delightful character.

As the story develops, strange questions begin to appear in Langdon's letters, and it becomes apparent that some disturbance is going on which is causing him mental anguish. The story ends dramatically on a dreadful note of tragedy. Inexplicably he murders both his wife and his old friend, as well as his two children.

But that is not quite the end. I should do no service to the reader or to the author if I gave away the ingenious climax.

## BRING OUT YOUR SCRAP—NOW!

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*The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export*

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The Society is still carrying on in spite of the difficulties inseparable from the present time. With increased cost of living, clothing and maintenance, a special appeal is made to the ever-benevolent readers of THE SPHERE for special donations to help meet these increased expenses. Please send your gifts to the Headquarters of the Society at 164, Shaftesbury Avenue, London, W.C.2, from which address they will be gratefully acknowledged.

# New Ways of Serving CORNED BEEF

★ *All supplies of Corned Beef including* **FRAY BENTOS** *are now distributed by the Ministry of Food.*

## CORNED BEEF PIE

*3 rations of corned beef (6d. worth).*
*1 cup finely shredded raw vegetables (carrot, potato, leek, swede, etc.)*
*1 Oxo Cube.*
*1 teaspoon chopped parsley.*
*Small piece fat.*
*Short crust pastry (6 ozs. flour, 3 ozs. fat).*
*1 dessertspoon flour.*

**Melt the fat in a small pan and lightly fry the vegetable. Stir in the flour and cook a few minutes. Add 1 cup of cold water and the crumbled OXO cube. Stir until thickened. Draw off the heat, add cubed meat, parsley and seasoning to taste. Line a small plate with pastry and spread it with the meat mixture. Cover with pastry, seal the edges and decorate with pastry leaves. Bake in a moderate oven 30 minutes. 4 servings.**

## CORNED BEEF CAKES

*8 ozs. Corned beef.*
*1 small cupful browned crumbs.*
*1 dessertspoon flour.*
*1 teaspoon chopped parsley.*
*8 ozs. mashed potato.*
*1 Oxo Cube.*
*Small piece fat.*

**Dissolve the OXO in a cupful of hot water and let it cool. Flake the meat, mix it with the parsley, potato and half the crumbs. Melt the fat, blend the flour with it, cook a few minutes and then stir in the OXO stock. Cook until it thickens stirring all the time. Bind the meat mixture with this sauce and seasoning if necessary. Form into flat cakes, roll in crumbs and press them on. Heat in a well-greased frying pan or baking tin. About 8 small Cakes.**

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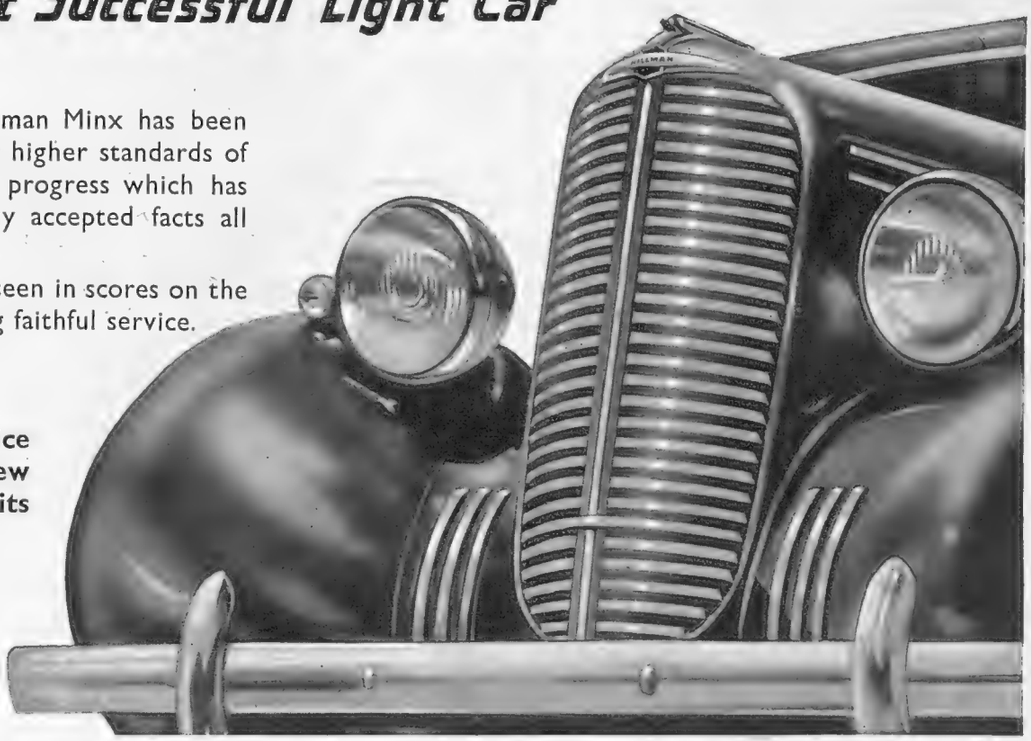

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FOR weather, for warmth, for life protection or for sheer style on shore, the Vitabuoy is the one great-coat for every Officer of the Navy or the Merchant Navy.

The Vitabuoy is Waterproof . . . Gale-proof . . . the Tropal interlining has been rendered completely flame-proof and it is four times warmer than any woollen coat and a quarter of the weight. It has six times the buoyancy of cork . . . and has NO GADGETS to ruin the smartness of its style when worn on shore. In short, it is the all-purpose coat for the all-purpose wearer.

★ **The Vitabuoy is guaranteed to keep the wearer afloat, upright, for at least 72 hours, conscious or otherwise.**

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*Regd. Trade Mark*

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Obtainable at all leading Naval Outfitters, all Austin Reed's branches, and principal stores throughout the country, or direct from Manufacturers:
**Vitabuoy Products Ltd., Beaufort House, Gravel Lane, London, E.1.**
**Phone: Bishopsgate 6565.**
Send remittance as above, and state height and chest measurements.

Below shows hood in use. This can be dropped at back without removing same.

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★ The Nuffield Organization's Charter is the unbounded confidence of the Public in its ability, enterprise and integrity. A Nuffield Organization car is, and always will be, a product of the foremost engineering, scientific and technical skill in the country, and of a policy which studies the public interest with intelligence and insight.

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